Australian MODEL RAILWAY MAGAZINE

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JUNE 1989

Issue 156, Vol. 14. No.3

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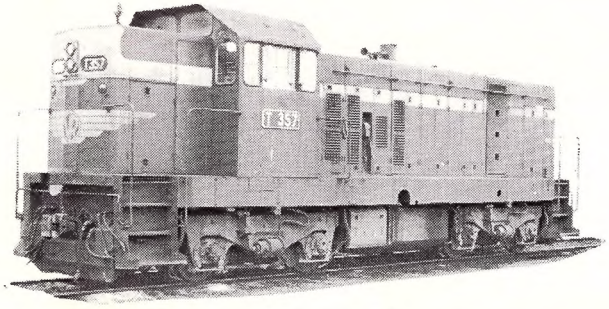

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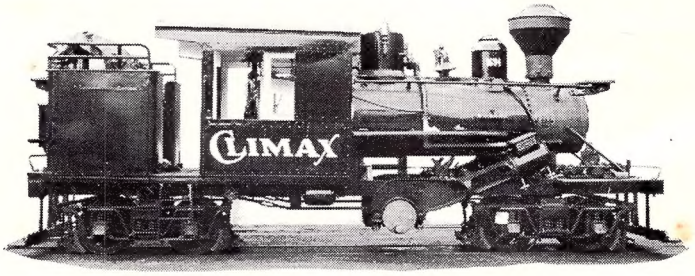

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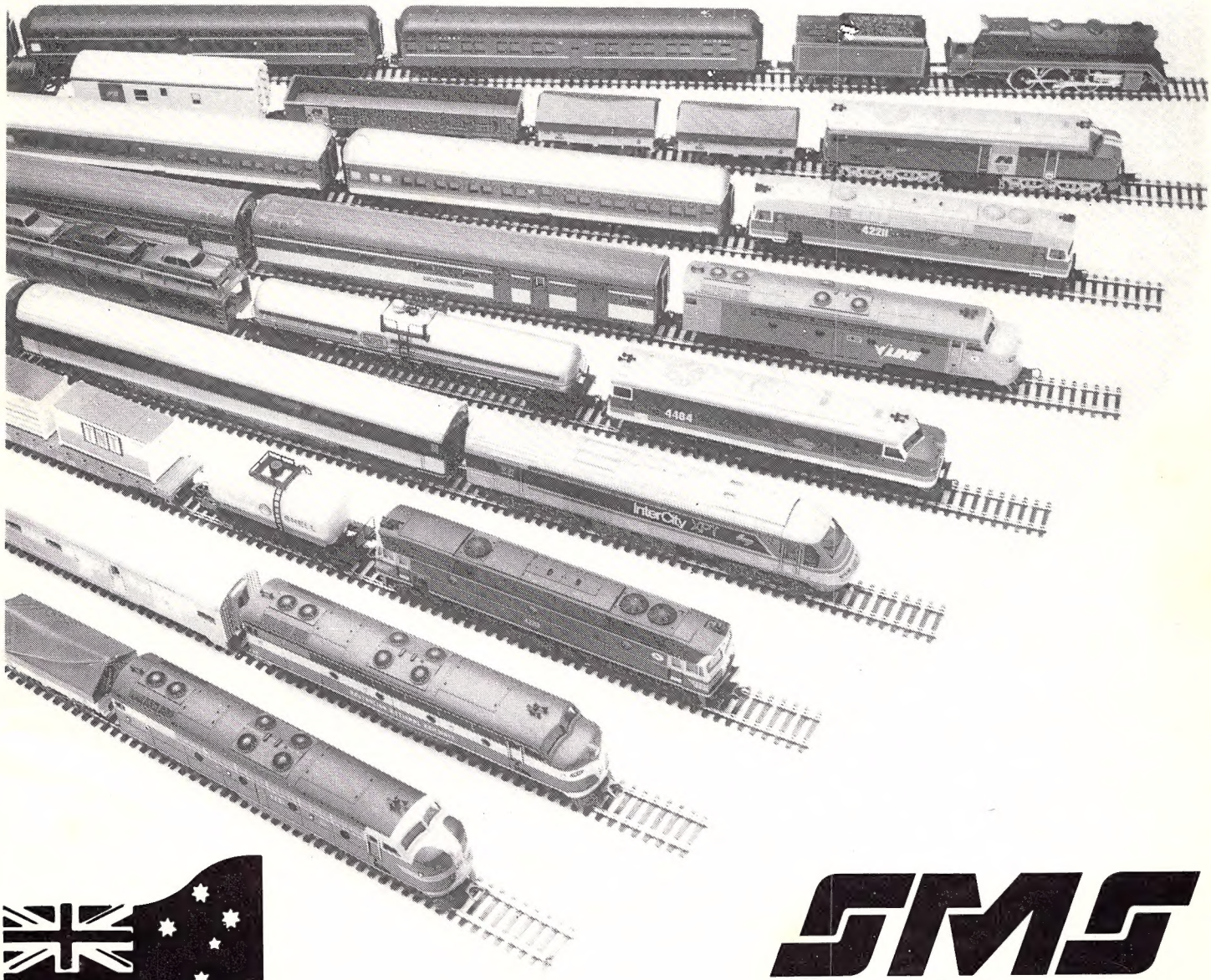

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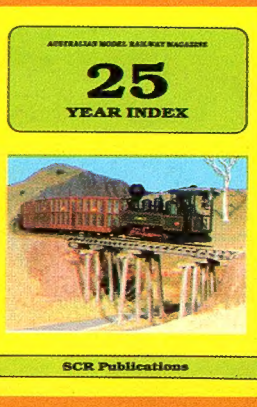

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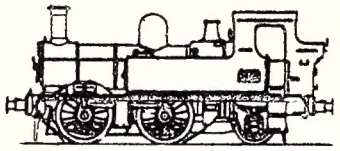

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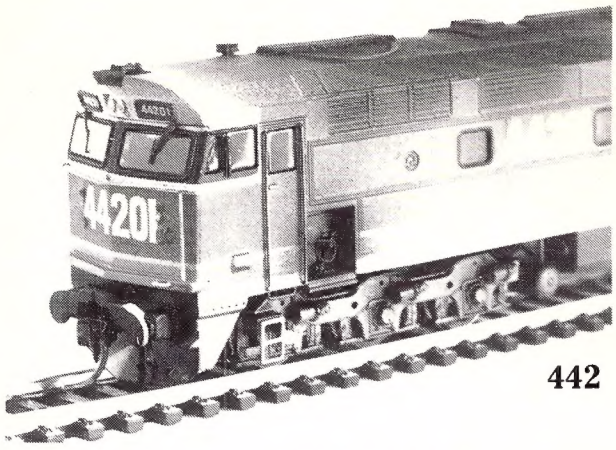

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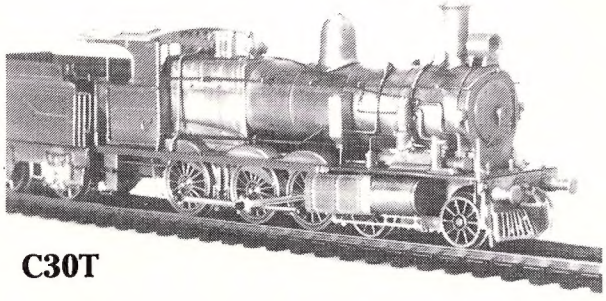

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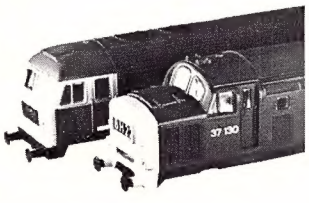

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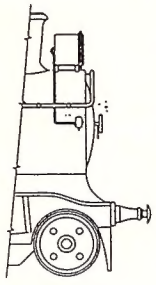

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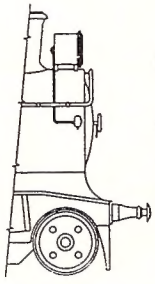

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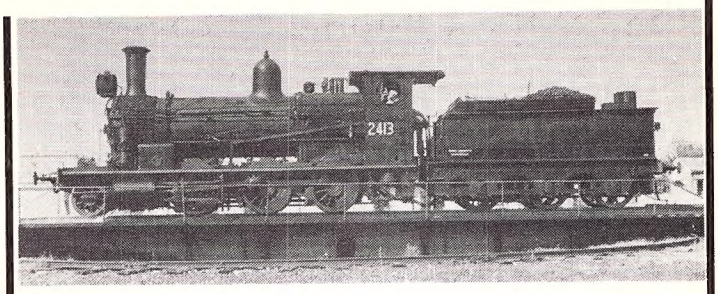

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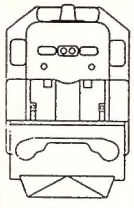
The NSW Railways replacement for the C32 Class steam locomotives in the west was the 49 class first generation diesel locomotive. It was delivered in 2 series, and ran on the NSW branchlines, side by side with the C32 to the end of steam. Since then there have been changes to the locomotives including the introduction of the Candy and Red Terror colour schemes. The model will come factory painted in Indian Red, Candy and Red Terror and represent both series – the high and low valence being predominant.



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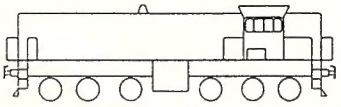

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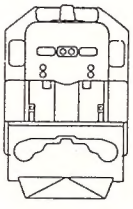

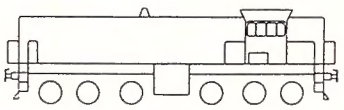

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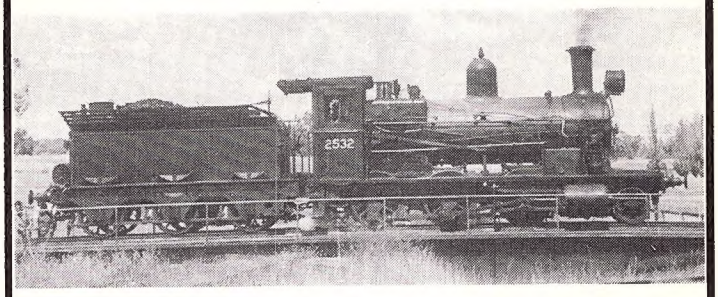

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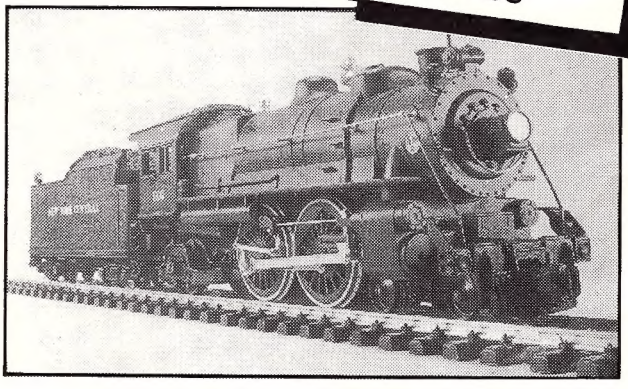

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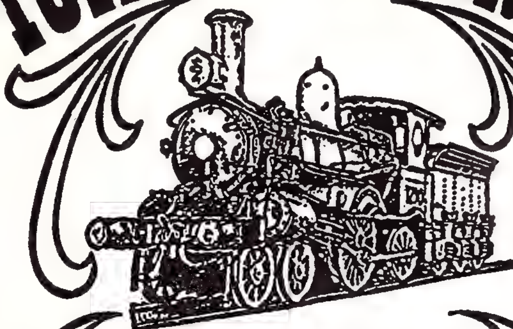

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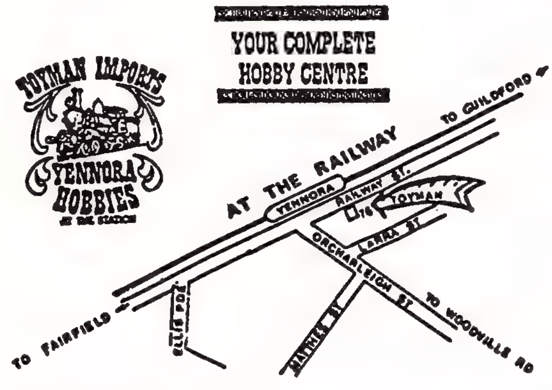

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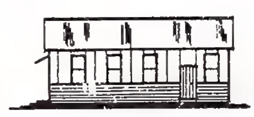

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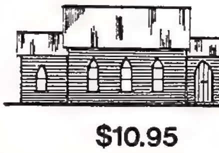

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DIARY

EXHIBITIONS

COFFS HARBOUR — N.S.W. June 10 and 11, 1989 at Coffs Harbour Civic Centre. Open 10am-6pm (Sat.), 10am-4pm (Sun.). Admission $3/$1.50/$8. In aid of the Dorrigo Steam Railway and Museum.

MEADOWBANK — N.S.W. June 10, 11, 12 1989 at Meadowbank TAFE College, Rhodes Street, West Ryde. Open 10am-5pm. Admission $3/$1/$8. Organised by the Epping Model Railway Club Inc. Details (02) 86 3522.

MORWELL — Victoria. June 10, 11, 12 1989 at Morwell High School Hall, McDonald Street, Morwell. Organised by Latrobe Valley Model Railway Association. Details (051) 22 1176.

BOX HILL — Victoria. June 10, 11, 12 1989 at Box Hill High School Hall, Maroondah Highway, Box Hill. Open 9am-10pm (Sat.), 9am-9pm (Sun.), 9am-5pm (Mon.). Admission $3/$1/$7.50. Organised by Waverley Model Railway Club.

CASTLE HILL — N.S.W. July 22, 23 1989 at Castle Hill Community Centre, Old Northern Road, Castle Hill, Open 9am-6pm (Sat.), 9am-5pm (Sun.). Admission $2.50/$1/$5. Organised by Hills Model Railway Society Inc. details (02) 634 5079.

CANBERRA — ACT August 5 and 6, 1989 at the Malkara Special School, Wisdom Street, Garran. Open 10am-5pm (Sat., Sun). Admission $2.50/$1/$6. Organised by the ACT Model Railway Society, Canberra Society of Model & Experimental Engineers and Malkara Special School P&C.

BROADMEADOW — N.S.W. August 12 and 13, 1989 at the Broadmeadow Police Youth Club, Young Street, Broadmeadow. Open 10am-6pm (Sat.), 9am-5pm (Sun.). Admission $3.50/$1.50/$7. Organised by Combined Hunter Region Rail Modellers Assn, (043) 59 1690.

ADELAIDE — South Australia. October 7, 8 and 9, 1989 at Queens Wharf, Port Adelaide. Open 10am-7pm (Sat.), 10am-6pm (Sun.), 10am-5pm (Mon.). Admission $3/$1. Organised by combined Adelaide model railway clubs. Details (08) 381 6593 or 391 0451 (7-9pm).

COBURG — VICTORIA. August 12 and 13 1989 at St Paulk Church Hall, Sydney Road, Coburg. Open 10am-7pm (Sat.), 10am-5pm (Sun.). Admission $3/$1/$5. Organised by Metro Model Railway Group. (03) 350 5218.

More DIARY on page 25.

Intricate trackside detail has become an essential component of modern exhibition layouts. The detail assists in creating the illusion that the scene is a slice of life from the prototype. The scene above was taken on Menangle and illustrates some of Max Burke's work. Max modifies proprietary model cars and trucks to represent locally used vehicles and, along with figures, produces scenes such as this in which the modern day SRA trackside gang work on the level crossing and surrounding fences. Photographed by Bob Gallagher.

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Australian MODEL RAILWAY Magazine

COMMENT

By Brad Hinton

Clubs and Groups

In an effort to encourage club involvement among modellers, the magazine tried to provide a listing of clubs, culminating in the club listing in the December issues of AMRM.

The reluctance of clubs not to use this avenue of communication is an indication of some of the attitudes of some clubs to new recruits. The poor showing only confirms my personal belief that most model railway clubs in Australia are closed affairs. Suffice to say, the 'lone-wolf' tag could be applied to some clubs as well as some modellers.

While the interest in formal model railway clubs appears limited to those already involved with these associations, another type of grouping has emerged. This is the informal get-together with modelling friends. Here, there are none of the normal formalities of club membership. Usually, the layouts involved are personally owned and the group serves as a friendly body of co-operation.

It is of interest to ponder on why these informal groups have prospered. Though not universal there are some small clubs who are not interested in any new member that does not have some experience in the hobby, since a club's progress may be hampered by novices within its ranks. This is a problem confronting those modellers seeking membership to some clubs. However, there are also reasons why some modellers shun club involvement.

Many clubs are run in such a manner that the hobby becomes just like an occupation. There are annual general meetings, duties to do, positions to fill, etc. which makes the hobby synchronized to a calendar and a clock. There are meetings each fortnight, or whatever, rosters to be adhered to and fees to be paid. This side of club association turns some modellers off.

Further, there are the additional club expenses associated with club layouts. These include costs for materials and track, not to mention the difficulties in housing the layout. Whilst clubs may provide the opportunity of having a large layout, facilities to house such masterpieces are few and far between. With such large layouts there are more costs to be considered — rent, power and insurance. One needs to consider these aspects before committing oneself to the ranks of club membership.

The informal get-together of friends is gaining in popularity as a consequence of such aspects and no doubt there are other reasons as well. It will continue, too, as more and more information is made available to modellers via books and magazines, thereby diminishing the popularity of clubs to gain experience and learning in particular areas.

This is not to say that clubs are not good. Further, there are numerous clubs and associations with a very friendly attitude to new recruits and new modellers. These clubs are not the basis of this essay, but rather the change in attitude to club membership by modellers as a result of those other clubs who are tangled in red tape and whose doors are closed.

One can only hope to see some improvement in the club listing this year. Perhaps some more clubs will emerge from the woodwork and submit details — and of course, encourage greater participation by opening their doors.

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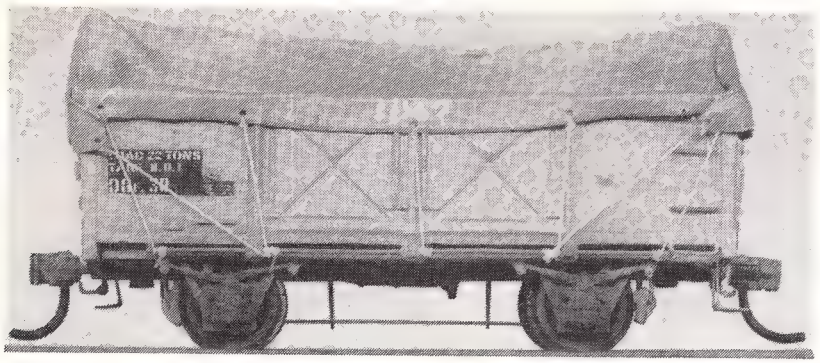
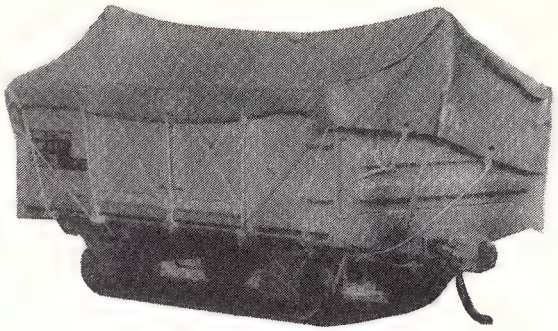
ON THE COVER

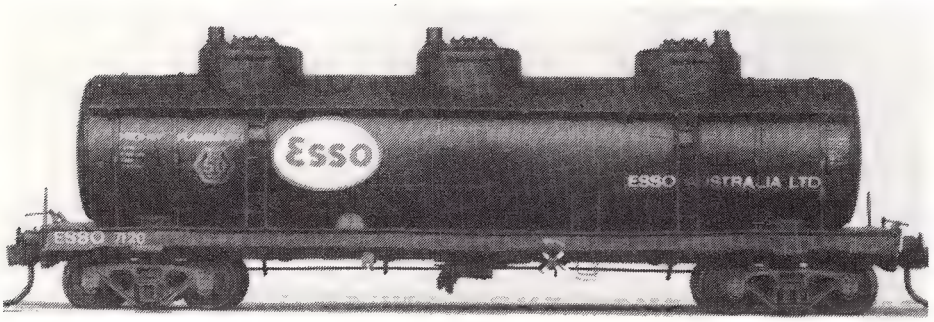
The mighty R class features this issue and it is only fitting that R707, the subject of the detail photographs in 1989 should grace the cover. Twenty years previous, in 1968 R707 gave an impressive display on a tour train near Ballan.

Relax With Model Railways





OGf 30 is the perfect example of how you do not have to be a beginner to get it wrong. The Broad Gauge Bodies South Australian Railways OBf four-wheel open wagon kit was built as an OGf with yellow doors, but with the light grey colour scheme, after misinterpreting information contained in the OBf article in the Nov/Dec 1975 issue of AMRM. A trip to South Australia brought the embarrassing news that OGfs did not carry the light grey paint scheme as they were rebuilt into OBfs before the light grey scheme was applied! Needless to say, James has now painted the wagon doors red and recoded it to OBf. The original kit was so well detailed that uncoupling levers had to be added. Both wagon and tarpaulin were weathered and the dark vertical streaks on the end represent the dirt thrown up by the wheels of the adjacent vehicles of the train.



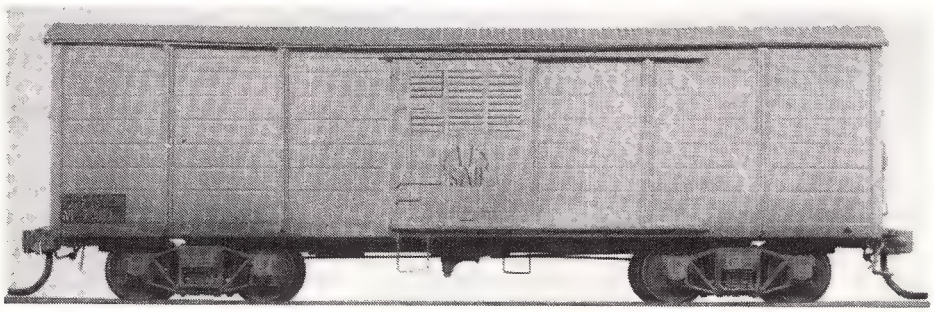
Esso No.7120 is a major conversion of an Athearn three-dome tanker, based on photos of the real Esso 7120 taken at Armidale in the late 1970s. The original model was reduced to a rivetless tank and centre sill and the frame built up from styrene. All usual detail was added with the decals coming from various sources; in particular the ESSO sign came from the old Airfix kit. This wagon was also weathered lightly to represent a wagon recently overhauled.

PAGE FOURTEEN

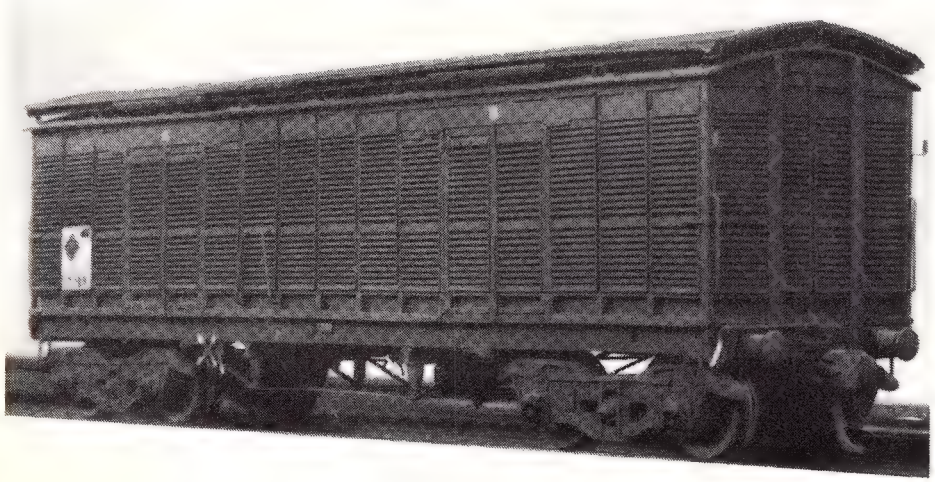
James McInerney

PAGE FOURTEEN this issue features some of the models built by James McInerney. James models in HO scale and while his main interest is New South Wales Railways he also dabbles in South Australian Railway prototype.

The photographs were taken in 1984 by James, indoors, using available natural light with a (since stolen) Canon AT-1 fitted with a 70-210 Canon Zoom at f32, exposing in the region of ½ second on 100 ASA colour print film.



M 7361 was built from a BGB South Australian Railways M van kit. It was detailed with SAR lamp brackets, uncoupling levers, triple valve on brake cylinder and some brake rigging. The weathering was based on a photo taken in June 1986. Steps and handrails have been replaced by finer section wire or flat brass strip where appropriate. Craftsman self-etch grey was used as an undercoat and Humbrol for body colours, then weathering with Floquil, a strange combination but as can be seen, it works.



MLV 12199 is a Rails North NSWGR MLV kit, one of the nicest NSW epoxy resin kits on the market. Extra detail added includes scratchbuilt double roof, lamp brackets, coupler pocket casting and some brake rigging. The truss rods were replaced with shim brass strips. The steps at the ends were also made from shim brass strip carefully cut from scrap shim from etched brass kits with an extendable blade knife and steel rule. Once more painted with Craftsman self-etch paint, this time a mixture of black and grey and weathered with Floquil. When painting vehicles with double roofs, James paints the roof and the vehicle separately and then glues them together before weathering.

Another Visit to the

NORTH COAST LINE

Last issue Bill Mantle described his colourful and detailed layout which is based on the New South Wales north coast. The layout features NSWR outline rolling stock which has been obtained from proprietary lines, and suit-

Text continued on page 20.

Top: *The main street of Gozford. This scene which is adjacent to the Gozford station has been assembled from numerous buildings. Most are built from cardboard and balsa using layers of the card to give a three dimensional effect. Various shades of brick paper were also used. All the shops have window displays detailed for the appropriate business and all have names based on various friends, in-laws and outlaws. The building in the background being used for wool and skin storage is an old Hornby station roof fitted with sides and covered with brickpaper, windows and doors. This building is only 50mm deep. Anzac Park features a monument which is a small plastic dolphin acquired from one of the children's toy boxes. The motor vehicle traffic is made up of various kits including Wiking, Lindberg and Jordan. Recently Bill found a local shop selling damaged Tomica and various other brands of trucks and semi trailers. By swapping the various parts and wheels around, repainting and adding loads of various types on the trucks a busy street scene was made.*

A regular service on the North Coast line is the thrice weekly 'Tin Hare' rail motor to Mia Creek. The CPH is a Spud driven Stephen Johnson kit.

The David Milling Company is a small industrial concern that uses rail for transportation and is located alongside the main road at Gozford. The building is a Tyco kit which has been modified along with the addition of a corrugated iron roofed loading dock.

A bird's eye view of the main street at Dingo Creek, which is one of the many scenic features on the North Coast Line.

Left: *As all space is used Bill took the opportunity to detail a few back yards. Here, the rear of the Railway Hotel at Dingo Creek is detailed with a shade tree along with a clothes line complete with clothes.*

Above Right: *The eastern end of Gozford's main street. The access to the city is via a road tunnel, and by the size of the ANZ bank, it is a rather prosperous city. The movie theatre in the background is a Superquick low relief kit extended with suitable walls and an arched roof. The movie showing next week is the Overlanders.*

Right: *3095 hauls a BOB set into Gozford railway station. Superquick card kits were used for this scene. Both station structures as well as the Hoyts theatre in the main street come from their range. The C30 class is a second run Berg's Brass model, the BOB cars from Friedmont kits and the end platform cars at the main platform are a mixture of Friedmont and Silvermaz kits. The many signs that adorn the layout are provided by Vera, Bill's charming and supportive wife who, when reading magazines cuts out any advertising signs that are considered suitable. At present Bill has quite a collection awaiting billboard space.*

COLES
STORE
Peters

Above: *The main street of Gozford illustrates the dulset tones used by Bill in the construction of his layout. As mentioned most of the buildings have been made from cardboard suitably covered with brick paper, the verandahs from balsa and roofs from corrugated iron sheets. Note the three drunks holding up the traffic as they wobble across the pedestrian crossing to catch their bus home.*

Right: *The full affect of the North Coast Line is shown in the mixtures of colours used. Most hues are soft and flat, just like the real Australia. The scenes illustrated feature the Railway Hotel and Ingham's blacksmith complex at Dingo Creek. Both structures were scratchbuilt from card, balsa and corrugated iron. The blacksmith shop was inspired by an AMRM article on a North Queensland welding shed.*

Below: *Old timer 2109 with an S truck and HCX runs into Mia Creek on the thrice weekly service. A single passenger is waiting to board the train while the local grazier mounted on his trusty horse is aided by his faithful dog in driving the sheep to the shearing shed for crutching.*

Ford
Foster Clarks

The Dingo Creek goods shed was made from card covered with corrugated iron and is based on plans from the NSWR Building Diagram book available some years ago. These diagrams have also been the inspiration for the station master's residence and the Dingo Creek station building. The scene is complete with a yard crane made from Plastruct and is based on the crane at Merriwa. A Lima louvre van sits in the shed road while the BCH wagons are AR kits. The horse and dray are from bits and pieces collected over the years.

Below, a Rails North kit was used for the North Gozford signal box which has a fully detailed interior. The McAlpine's flour mill was made from short lengths of plastic piping and card covered with corrugated iron. The Kellogg's sign was removed from a Womans Weekly or similar magazine. These are mounted on card and glued to uprights, then placed on the layout so that they can be seen by passing train passengers.

ably modified and detailed. it also featured kit and scratchbuilt structures forming a magnificent collection of buildings all typically Australian. His talent lies not only in the ability to build and detail structures but also in positioning them so that they appear real. They have an authentic aspect that is no doubt aided by his realistically positioned figures and animals.

Most buildings have been adapted from photographs in books on the history of country towns. These have been designed to fit into the space available on the layout.

Bill has not highly detailed rollingstock as in now becoming the trend but this is not noticeable. What is noticeable to viewers is the immediate impression that they are visiting a town with a railway. And that is the object most modellers strive to achieve.

So sit back and view a few more scenes from Bill Mantle's North Coast Line through the eyes of the photographic crew of Bob Gallagher, Es Davies and Max Burke. Yes they did have difficulties in deciding where to start; their selection of photographic subjects was so immense. ▪

The Next Issue of AMRM

Will be released on July 19, 1989. Generally, supplies to hobby shops take three to five days to arrive.

A.M.R.M. INDEXES

Indexes for Volumes 7, 8, 9, 11, 12 and 13 are available at a cost of a 39c stamp per singular order or 2 x 39c stamps for multiple indexes. To obtain these, send the stamp/stamps and a stamped (55c/60c) self addressed 95mm x 225mm or larger envelope to PO Box 4, Little Bay, 2036, with a request detailing the indexes required.

ORIGINS OF CODES — 2

NSW PASSENGER CARS

David E. Cooke adds to the debate on the origins of codes with a coverage on the NSWR passenger cars.

In response to Alan Watson's article in the April 1989 issue on the coding of goods wagons, I would like to offer the following on New South Wales passenger cars.

The current coding system used by the State Rail Authority had its origins circa 1894 and possibly was in use earlier than that. The earliest example of a known coding system was introduced in April 1891 when the Chief Mechanical Engineer issued a circular indicating that *written* orders were to be used when requesting rollingstock, but if this was *not possible* then telegraphic communication was to be used. It is probable that confusion arose when the telegraph was used, so by 1894 a list was issued in the General Appendix of that year allocating new and different codes to carriages.

This new system was *designed* to be confusion free hence the differences in the second letter between the first class and second class vehicles. Composites generally, but not always, had yet a different letter again. Thus the Cleminson bogies were known as BF (first), CM (composite) and FP (second); the Redferns as BH (first), BK (first-saloon), CC (composite) and FN (second). There seems to have been no real logic in the allocation of the second letter for the first or second class carriages except for the fact that first class cars were B to L and R, and second M-P , S-Z and A. We can draw conclusions as to the use of R in the first class (BR) as these were the four wheel car which the Railways were desperately trying to rid themselves of. It therefore would not be of any great consequence if one of them was used by second class passengers.

So we can see that by using a different series of letters for the first and second class cars, if a clerk wanted a first class Redfern and telegraphed for a BN, the person receiving the message would know a mistake had been made and would seek immediate clarification — was it a BH or an FN that was required? Previous to this, the wrong car would have been despatched with all the attendant problems that would have brought.

To further illustrate this, I have listed the 1891 and 1894 codes.

Why the selection of A, B, C, F, H and K as the first letter? Again a close look at the morse code will show that the letters D and E could have easily been confused with B and A respectively, especially if there was static on the line. The morse codes are:

A . —
B — ...
C — . — .
D — ..
E .
F .. — .
H ....
K — . —

This 1894 system was rigidly adhered to for a couple of years, until the great lavatory installation problem was introduced. This meant that another distinguishing letter was used — L — and thus the three letter code came into being. However, not all cars received L when they had toilets. The only car to receive L from new was the LFX, all the others being conversions from earlier cars (LCB, LCC, etc.). An anomoly also occurred at this point — the first class version of the LFX was the BX; the equivalent of the FX was the BC, so why wasn't the BX coded LBC? This BC/FX combination was later used with the VBC/VFX, CBC/CFX, TBC/TFX cars. The V signified vestibuled, the C corridor and T — who knows? Incidentally, the M used in MBX, MCX, MFX probably signified 'Melbourne' as in 1913 a series of floor plans very similar to the MBX/MFX were published for the Melbourne Limited.

The letter H was reserved for guards vans and K for miscellaneous vehicles. The code KK was used for milk vans but this had disappeared by 1902. One possible explanation for this is that these vehicles were private owner vans and as such were not required to be listed in official departmental records. It is only later when the Railways provided the vehicles out of their own stock that milk vans came back into official records. In goods service, M never meant Milk — in early days it meant *Meat*.

With reference to one correspondent's as-

Continued on page 25.

Comparison of 1891 and 1894 Codes

1891 Class	Description	1894 Class
C	Dining Car (12 wheels)	AB
A	State Cars	AC
—	Pullman Sleeper	AF
D	Other Bogie Sleepers	AH
—	1st/2nd/Sleeping/Brake Express	AJ
E	4 wheel Sleeper	AM
T	First American	BB
—	First Express Lavatory	BC
G	First Cleminson	BF
G	First Redfern	BH
—	First Suburban Crossbench	BI
J	First Saloon (Bogie)	BK
K	First 8 wheel Radial	BL
N	First 6 wheel Radial	BM
Q	First 4 wheel	BR
V	Composite American	CA
F	Ashbury Cars	CB
I	Composite Redfern	CC
P	Composite 6 wheel Radial	CG
S	Composite 4 wheel	CK
I	Composite Cleminson	CM
U	Second American	FA
H	Second Redfern	FN
—	Second Suburban Crossbench	FO
H	Second Cleminson	FP
O	Second 6 wheel Radial	FS
—	Second Express (non-lav.)	FX
R	Second 4 wheel	FZ
—	Van Express Lav.	HA
—	Van Express Lav. Composite	HS
AC	Van Redfern Bogie	HV
AK	Van 8 wheel Radial	HW
Z	Composite Brake 4 wheel	HX
W	Camden/Yass Tramcars	KA
—	Bogie Postal Vans	KL
X	4 wheel Postal Vans	KC
AH	Hearses	KE
AE	Horse Boxes	KG
AF	Carriage Trucks	KY
AG	Milk Vans	KK
—	Workmen's Vans	KR
		KP
		KS
Y	Prison Vans	KD
AA	Van 6 wheel	
AB	Van 6 wheel Composite	
L	3 wheel Radial Second*	—
M	8 wheel Radial Composite*	—
B	Palace Car (Lady Parkes/Robertson)	AH

* These coaches did not exist

1891 Classification

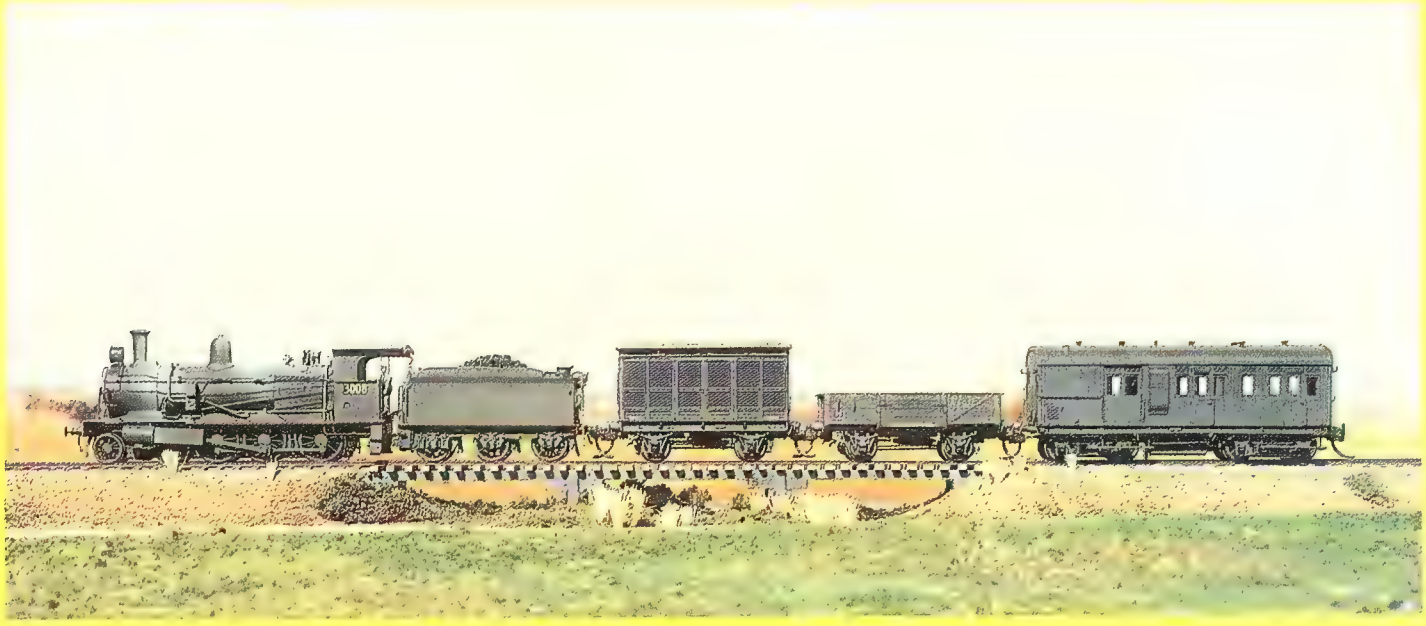
A	State Car 8 wheel Bogie
B	Palace Car (12 wheels)
C	Dining Car (12 wheels)
D	Sleeping Car (8 wheels)
E	Sleeping Car (4 wheels)
F	Ashbury (12 wheels)
G	Redfern 1st class
H	Redfern 2nd class
I	Redfern Composite
J	Redfern Saloon
K	8 wheel Radial 1st class
L	8 wheel Radial 2nd class
M	8 wheel Radial Composite*
N	6 wheel Radial 1st class
O	6 wheel Radial 2nd class
P	6 wheel Radial Composite
Q	4 wheel 1st class
R	4 wheel 2nd class
S	4 wheel Composite
T	American 1st class
U	American 2nd class
V	American Composite
W	Tram Cars
X	Mail Vans 4 wheel
Y	Prison Vans
Z	Brake Vans 4 wheel
AA	Brake Vans 6 wheel
AB	Brake Vans 6 wheel Composite
AC	Brake Vans 8 wheel Bogie
AK	Brake Vans 8 wheel Radial
AE	Horsebox 4 wheel
AF	Carriage Truck
AG	Milk Van
AH	Hearse

A note also said — Cleminson 8 wheel bogies are to be treated as Redfern cars.

* None known to exist

1894 Classes (Coaching Stock)

AM	4 wheel Sleeper
AB	Dining Car
AC	State Cars
AF	Pullman Sleeper
AH	Other than Pullman Sleeper (Bogie)
AJ	1st/2nd/Sleeping/Brake Express
BB	First American
BC	First Express Lavatory
BF	First Cleminson
BH	First Redfern
BI	First Suburban Crossbench
BK	First Saloon (Bogie)
BL	First 8 wheel Radial
BM	First 6 wheel Radial
CA	Composite American
CB	Ashbury Cars
CC	Composite Redfern
CG	Composite 6 wheel Radial
CK	Composite 4 wheel
CM	Compositie Cleminson
FA	Second American
FN	Second Redfern
FO	Second Suburban Crossbench
FP	Second Cleminson
FS	Second 6 wheel Radial
FX	Second Express (non-lav.)
FZ	Second 4 wheel
BR	First 4 wheel
HA	Van Express Lav.
HS	Van Express Lav. Composite
HV	Redfern Van
HW	Van 8 wheel Radial
HX	Composite Brake 4 wheel
KA	Camden/Yass Tramcars
KL	Bogie Postal Vans
KC	4 wheel Postal Vans
KD	Prison Vans
KE	Hearses
KG	Horse Boxes (the 19th Century version of the Motorail
KY	Carriage Trucks
KK	Milk Vans
KR	Work Vans (various types)
KP	Work Vans (various types)
KS	Work Vans (various types)

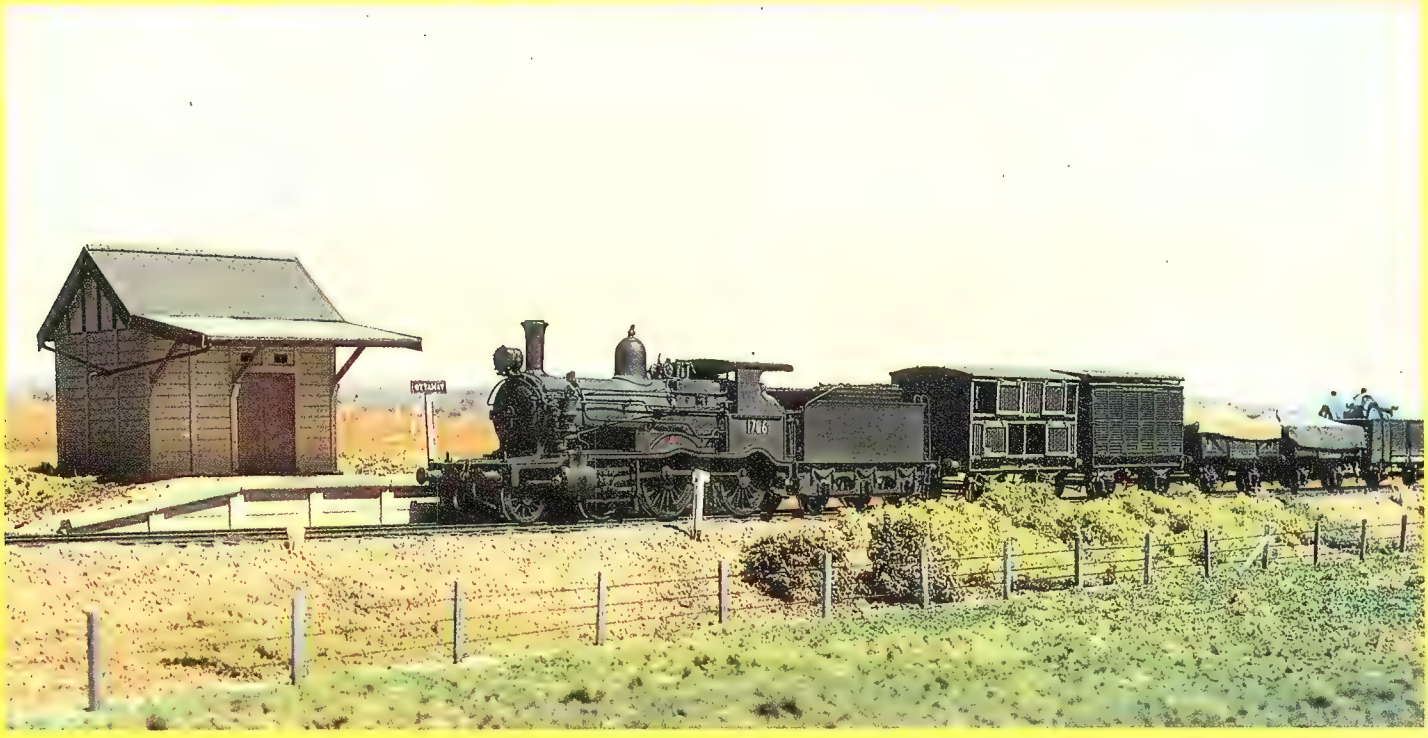


Under the bright sun of summer, 3008T coasts across a flood opening with a short, Lambing Flat bound Down goods. The loading of an LV for 'out-ofs', and an empty, timber bodied, S truck is trailed by a hook drawgeared SHG. While the train load is light the guard has been busy unloading various items of small freight from the 'out-of' truck at almost every stop since the journey began, four hours earlier.

LINESIDE

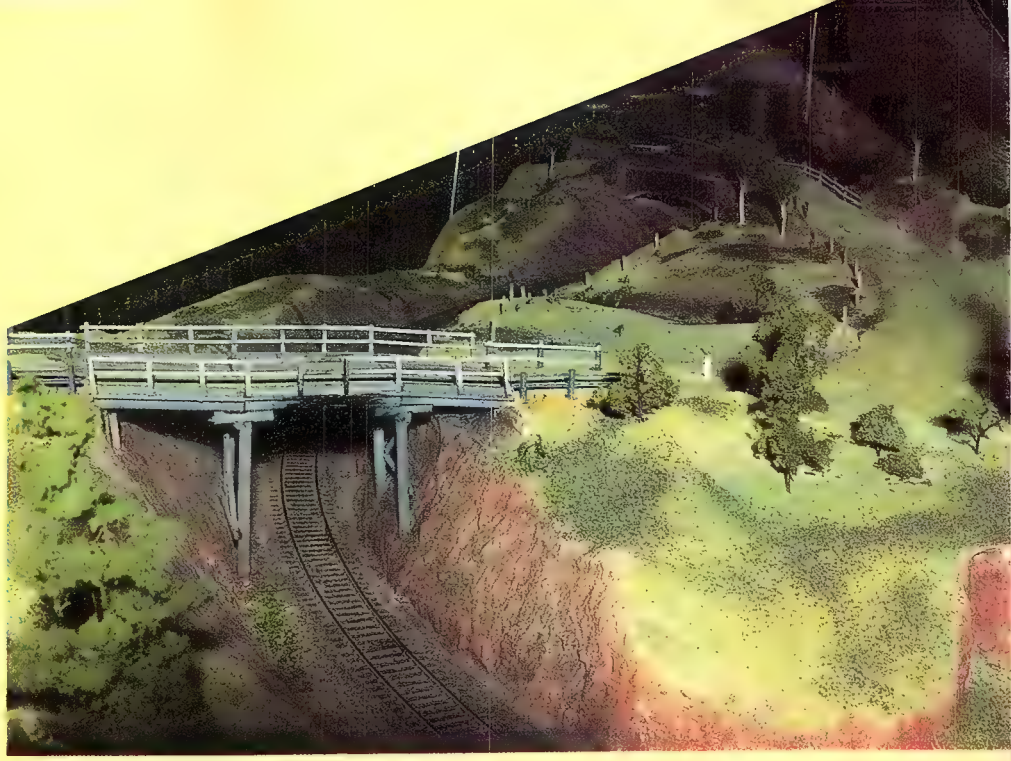
with James McInerney

At the small wayside siding of Ottaway. the pre-cast concrete station, classified Pc1 by the NSWGR, drowses in the midday sun. Running easily past comes 1706 on the down Murringo mixed, followed by a lengthy string of four wheelers. Out of sight to the right is the inevitable dogbox and van, standard accommodation for any poor unfortunates foolish enough to travel on the daily mixed. Operating every day, except Sundays, this train serves the isolated rural communities between the line's main centre of population at Lambing Flat and the end of the line at Murringo.
As can be seen from the pre-cast station building with 'rusticated' panels and concrete platform edging, the Murringo extension was opened sometime between 1926 and 1932 and like most lines of this era, traffic was light and well within the capacity of ancient 4-4-0s such as 1706.



A TIMBER ROAD BRIDGE

Roger Kershaw describes the construction of a simple road bridge.



The Prototype

When planning my layout, *Kalingo Junction*, I considered the requirement to break up the visual impact of the 30 inch radius curves at either end. At one end I decided to use two small cuttings; both of which would be spanned by bridges. One bridge is based on a concrete and brick structure which spans the main northern line between Maitland and Greta and the second was to be a somewhat more spindly structure made from timber.

The bridge chosen is on the standard gauge line in Queensland and crosses the line between Glenapp and Border Loop. It appears to be for livestock access only, as the track peters out in the fields either side. A number of similar bridges are provided on this section through the Macpherson Ranges and all vary in length, height and the angle of inclination. Some are made entirely of timber and others have steel supports. The bridge's character comes from the varying angles of incline, which are quite noticeable even from a distance.

Construction

I have no measurements for the bridge. The main aim was to convey its character, with its spindly legs and angled deck. Construction was really quite simple. The decking was made from scribed balsa wood with three pieces being cut which would eventually be assembled at different angles to span the cutting.

The bridge in location complete with blackboys standing sentinel. Note the angled deck and how it helps to break up a sharp prototype curve just like the model!

The general form of construction is quite clear in this photo. Of interest is the 'pig sty' work at the base, apparently to stop the piles sinking.

The deck and fencing.

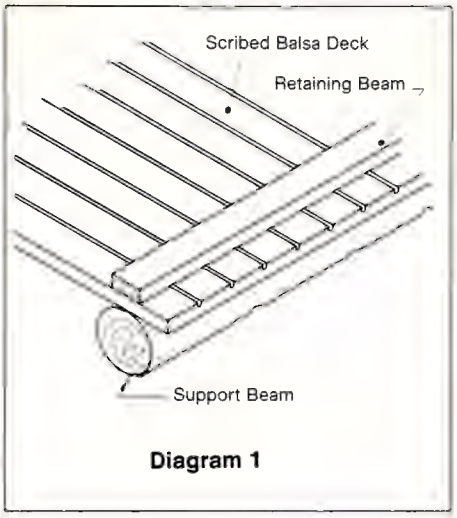


Diagram 1

These decks then had their support beams glued underneath and a top piece to represent the deck retaining beam (Diagram 1). Two pairs of legs were made up from round dowel rod with strip wood cross and bracing pieces added. Finally, the fencing was made up from cut match sticks for the verticals and fine strips cut from a sheet of balsa for the longitudinals (Diagram 2).

Now is the point where the artist rather than the engineer comes into play! Firstly, the pylons were located and juggled until, with the centre deck in place, the angle of the deck

3210 leads a collection of mixed goods wagons under the old timber bridge into Kalingo Junction.

The addition of appropriate weathering enhances the bridge — both the mud stains on the deck and the smoke marking on the underside.

The allocation of a road bridge on a layout gives the modeller the opportunity to add supporting detail. The above scene reveals a wealth of detail including the delivery van, stock and the family watching the approach of the train. Alternatively, the bridge can be the point which focuses attention on some lineside detail — in this case the track workers.

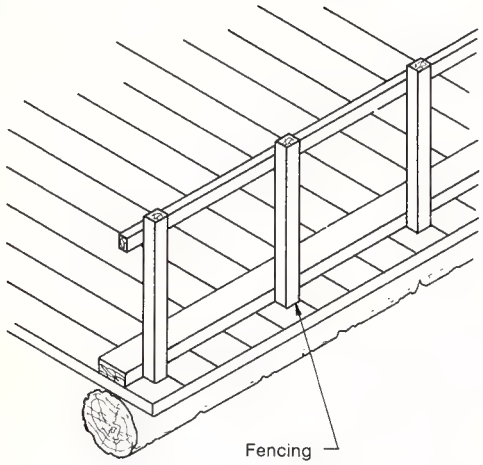


Diagram 2

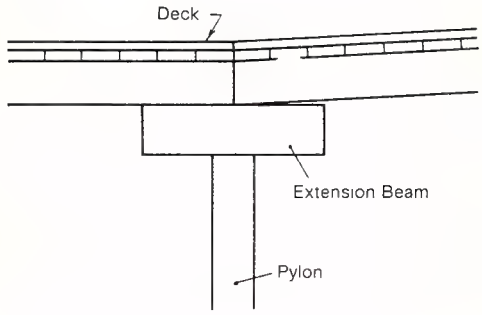


Diagram 3

looked about right. Short extension beams (Diagram 3) were placed on top of the pylons and then the deck glued on. The two outer sections of the decking were then added with a bit of filing and hacking on the top of each side of the cutting to get the right look. Earth retaining crib work was put in place under the ends of the bridge to give it a more realistic look and then the two outer decks were glued in place.

Painting and Weathering

The bridge was painted in situ using the Pelican Plaka poster paints I use for weathering. Light browns and greys are representative with the fence railings painted white. I also smeared some of the track colours from either side onto the deck to represent mud dragged onto the bridge by normal traffic.

Conclusion

After some finishing work on the earthern track each side, the bridge nestles into the surroundings quite nicely. It was a rather simple construction task. It breaks up the visual aspect of the curve and as a structure has quite a character of its own. ▪

NOTE

Roger's layout 'Kalingo Junction' will feature in the Australian MODEL RAILWAY Magazine later in 1989.

DIARY

Continued from page 12.

EXHIBITIONS

GLEN WAVERLEY — Victoria. October 14, 15 1989 at Treseder Hall, Glen Waverley High School, O'Sullivan Road, Glen Waverley. Open 8.30am-10pm (Sat.), 9am-5pm (Sun.). Admission $3/$1/$7.50. Organised by Waverley Model Railway Club.

CONVENTIONS

BRISBANE — Queensland. The Southern Cross Model Railway Association will be holding a one day seminar, Another Day With Model Railways, On June 3, 1989. Send SAE for details from Day With Model Railways, M/S 525, Ipswich, 4306.

PETERSHAM — N.S.W. July 22, 1989. Modelling the Railways of N.S.W. Convention at Petersham State Rail Authority Training Centre. Details PO Box 361, Enfield. 2136.

AUCKLAND — New Zealand. Waitemata 150 Easter Convention at Auckland College of Education, Epson Avenue, Epson. April 13-16, 1990. Details PO Box 29 110, Greenwoods Corner, Auckland 3, New Zealand.

ORIGINS OF CODES — 2
NSW PASSENGER CARS

Continued from page 21.

sertions in the Mailbag column of the April issue, I'm afraid that he was a long way wide of the mark. The Railways have a bad habit of reusing codes, e.g. BLV, GLV. In each case, the letters were used to distinguish the van from the standard vehicle — usually in the bogie design — although the G in GSV stood for improved *grated* floor and distinguished these vehicles from the SV and OSV. In this case O stood for old — either composite underframed or non-grated floor sheep van.

To fully detail all changes and variations in coding would require more space than this magazine can afford. However, I direct readers' attention to the book on Coaching Stock of the NSWR which is currently being prepared by Keith Seckold, Don Estell, John Beckhaus and myself. This book will cover all coaching stock from 1855 and the major research work has been completed. Let me say that we have unearthed many new facts about these vehicles — the task has been frustrating at times, but we consider it well worth it and when published it will contain much valuable information for both the historian and modeller alike.

I would like to leave you with one thought that may provoke some discussion. Are today's modellers better historians and does the Australian MODEL RAILWAY Magazine provide a better forum for historical articles than other more historically-minded magazines?

I would also like to acknowledge Paul Rogers' contribution as it was he who first suggested the reason for the dissimilarities in letters. Acknowledgement is also made to the relevant Departmental Manuals and the Archives Section for their assistance. ▪

CHIMNEYS & DOMES

Paul Berntsen describes the manufacturing of these important locomotive fittings.

Turning chimneys and domes in the lathe is quite easy if a sequence of events is followed.

I use brass rod for all my boiler fittings. The first requirement is a good plan or square-on photograph — often a good photo is better than a poor plan.

I don't believe in caricaturing boiler fittings to exaggerate noticeable features. It is better to try and get them right.

Often boiler fittings are larger than we think. We look at castings which have shrunk, and at Oriental brass locos of the past and get a false impression.

There are two methods of forming the flare on the bottom of boiler fittings. The first is the traditional procedure of turning out the bottom and squeezing onto a bar of the correct diameter on a large vice.

The second method is to flycut the boiler curve, turn the top to the correct shape and hand shape the side curve.

Both methods have their place and they require a different sequence of events so I will describe both in full.

To begin the flycut method, we need to perform the flycutting first. Select a piece of brass rod of a diameter larger than the largest diameter of the dome **(Photo 1).** If the flycutting is to be done on the lathe, then the stock is clamped to the tool post with its centre at the lathe centre height **(Photo 2).**

A simple flycutter is shown in **(Photo 3)** which uses 6mm round cutters. I grind my cutters from old throwaway type milling cutters; silversteel can be used if suitably hardened.

Set the flycutter to the boiler diameter. **Photo 4** shows the setting procedure.

If you make the body of the flycutter an exact size (i.e. 10mm) then half the boiler diameter plus half the flycutter diameter set on the calipers makes it easy.

Take light cuts with the flycutter and use a fast speed. I do my flycutting on a milling machine and use the rapid feed to move the flycutter across the job, not fast but smoothly. After flycutting the base use a boring tool to machine out the centre of the base. Drill and tap the base to accept the holding tool. I use 4mm thread for small domes and 6mm for larger ones. The dome can now be cut off at a length just over its finished length. The holding tool is a piece of brass rod about 100 or 150mm long. This is turned so it fits into the machined out base and then drilled and tapped to accept a stud made from a 4mm or 6mm bolt.

Now we can screw the dome blank onto its holder and fit the holder in the lathe **(Photo 5).**

The next stage I call 'blocking out'. This is shown in **(Photo 6).** Use dividers to scribe light lines on the dome. These lines show the height of the dome and the start of the base flare. Both these measurements are taken from the highest point of the flycut curve.

Now the dome can be reduced to its correct height and body diameter leaving the base flare square **(Photo 8).** On some domes, particularly early British ones, this portion has a taper. This can be reproduced using the compound slide.

This done, another line can be scribed on. This shows the start of the top curve.

This can now be shaped roughly with the lathe tool **(Photo 9)** and finished off with a large file and emery paper. Don't forget to always use a file with a handle when using it on the lathe.

The base flare can now be shaped in the

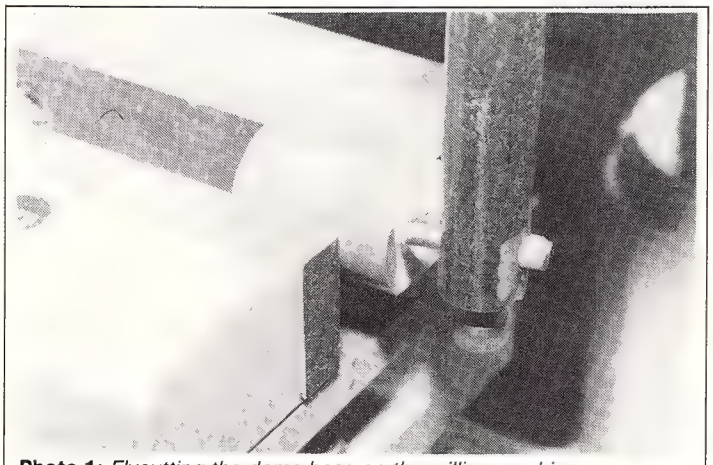


Photo 1: *Flycutting the dome base on the milling machine.*

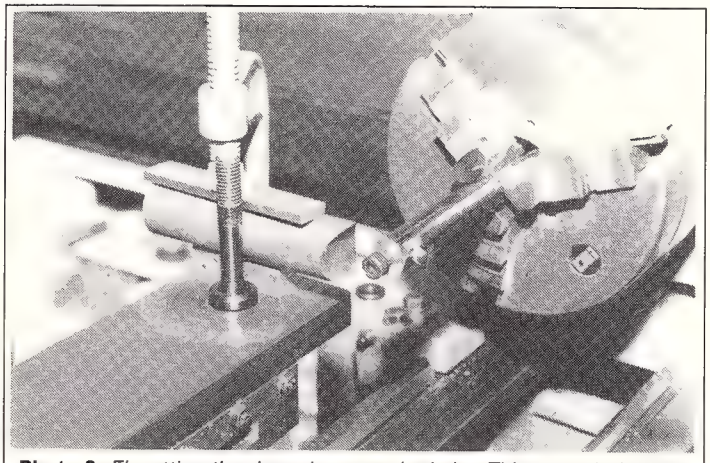


Photo 2: *Flycutting the dome base on the lathe. This setup is for the photo only; if a lot of work was to be done a simple jig could be made to hold the bar.*

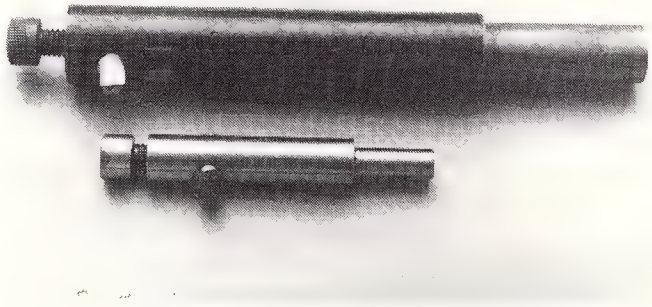


Photo 3: *Two simple flycutters. The holding screw is a 6mm capscrew. The end of the tool is turned down to a standard collet size for my milling machine. These two have 6mm and 10mm shanks. The cutters are ground from old 6mm shank FC3 throwaway milling cutters.*

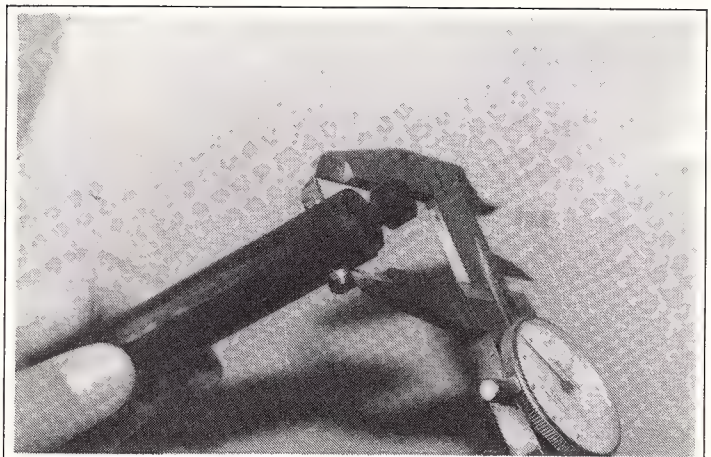


Photo 4: Setting the flycutter to cut the desired diameter (see text).

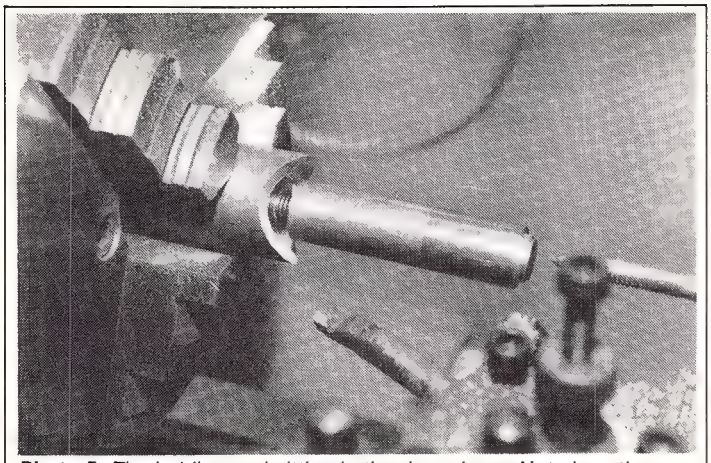


Photo 5: *The holding tool sitting in the dome base. Note how the base of the dome is machined out to accept the holding tool.*

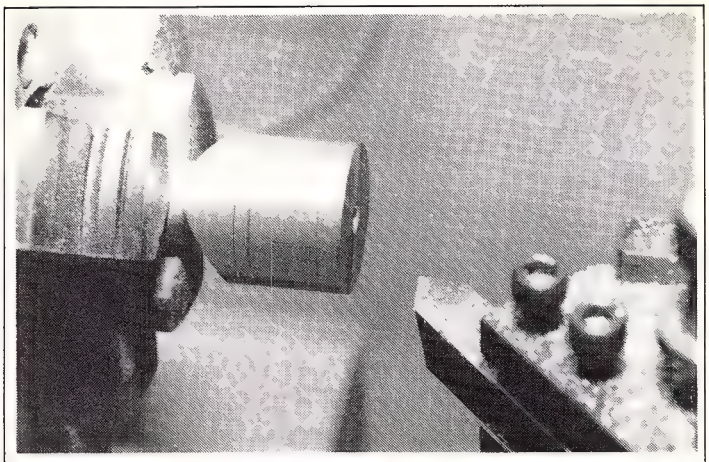


Photo 6: *The dome in its basic form, turned to correct height and basic diameter and 'blocked out' with dividers to show various heights.*

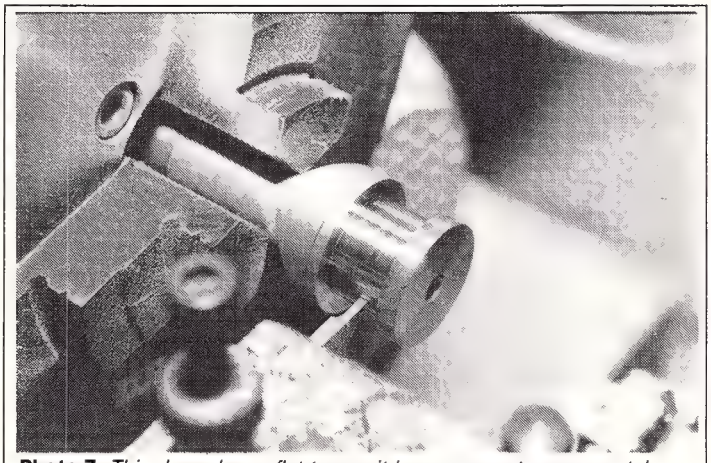


Photo 7: *This dome has a flat top as it has a separate ornamental top. A square ended parting tool is being used to turn down the centre section.*

Photo 8: *A round topped steam dome with an ornamental top, open to accept safety valves. This stage shows the basic diameter turned with a slight taper, 2 or 3 degrees only.*

same way, using a round file to achieve a nice curve. Remember that this is only the curve at the top of the boiler. The photos should show what I mean.

We now need to do some handwork. I keep the dome on its holding tool and hold this in the vice. I use a Dremel motor tool with a round Dremel cutter to remove the bulk of the material to achieve an even flare **(Photo 12).** Finishing is with files **(Photo 13)** and emery paper wrapped around a dowel or round file. Work slowly, especially with the Dremel as it cuts quite quickly **(Photo 14).** Compare both sides as the work progresses to get them the same. The result is a dome of correct shape and with a correctly shaped flare fitting snugly onto the boiler! Worth the work, eh?

That is a Rolls Royce dome; now to look at its poorer relation. The squeeze flared dome still has its place so we will describe and look at one now.

Start with a piece of brass stock just over the diameter of the flare. Chuck this in the lathe, turn down just over the length of the dome to just under the flare diameter. To calculate the height of the dome, measure from the top down to half way between the boiler top and the bottom of the flare on a side elevation.

Now scribe the total height and the base flare and start to part off the dome with a parting tool or hacksaw. I usually only go in about 3mm at this stage. Turn the diameter and mark and turn the top curve and finish the base flare as with the flycut dome.

Now cut off the dome from the stock and reverse it in the lathe chuck. Using a boring bar, turn out the base leaving a flare thickness of about 0.8mm. If you want to screw the dome to the boiler, now is the time to drill and tap the base.

A good reason for screwing fittings is if they are to be polished brass. The next stage is to anneal the dome. I use a Primus bottle for large ones and a little meths flame for small ones.

The squeeze is shown in **(Photo 18).** On small diameter boilers the flare may not seat

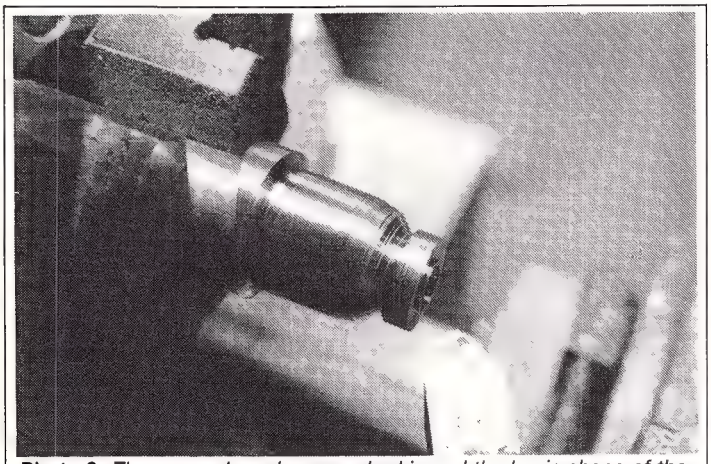


Photo 9: *The curves have been marked in and the basic shape of the curve is started in this view. Note that the ornamental top has been left square until the top curve is cut in. The bottom flare has been turned and finished.*

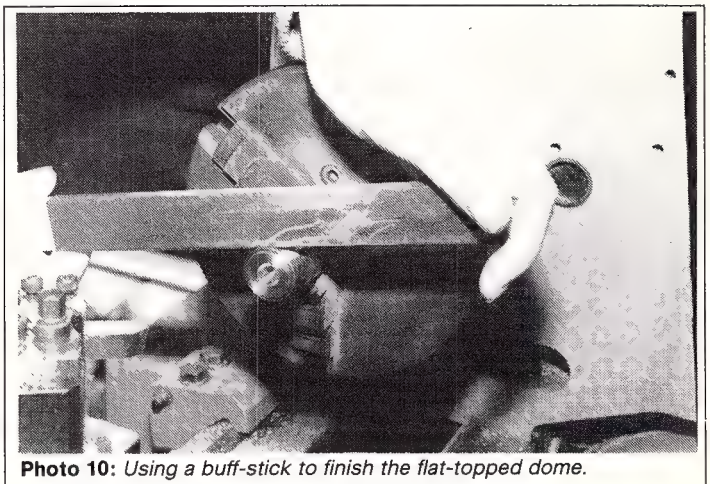


Photo 10: *Using a buff-stick to finish the flat-topped dome.*

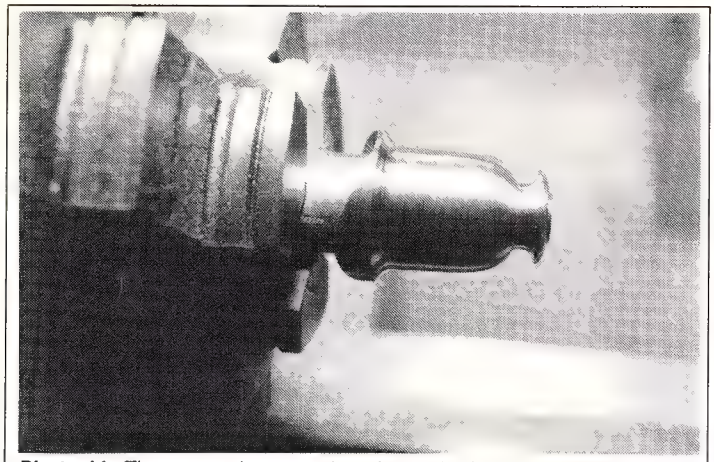


Photo 11: *The steam dome ready to leave the lathe. The shape of the top has been finished with round files and emery paper.*

Photo 12: *The side of the dome must now be shaped as the turning has only produced the correct shape at the top of the flare. A round burr in the Dremel motor tool will cut away the bulk quickly and easily. Hold the holding tool firmly in the vice and use both hands to guide the cutter. Don't forget the safety glasses!*

properly at its lower edge. I tap these down with a piece of plastic so as not to mark the metal, turning the dome over and retightening the vice for the second side **(Photo 19).**

Sandboxes should have a turned line for the edge of their lids. They also have a recess in the top with a handle across it. A round nosed tool will turn this nicely. Steam domes with safety valves of the lever type will need quite a hole in their tops. These holes and details should be done while the dome is still held top outwards in the chuck.

Teacaddy domes with no base flare and also later Baldwin domes also straight sided are best flycut. If you can't flycut them then turn out the base to leave about 1mm sides and hand cut and fit the dome to the boiler.

Chimneys can also be turned and finished either with the flycut or squeeze methods. I still use the squeeze method for small ones (I should explain, by small I mean HO size locos, by large I mean O or 9mm). Large chimneys are better done with the flycut method. To start the flycut method select brass stock just over the base flare diameter, flycut it, turn out the base and mount on the holding tool. Cut to length and set up in the lathe.

To start the squeeze method, select stock just under the base flare diameter, set up in the chuck, mark the length as detailed in the dome section and start the parting off.

Now we can start blocking out. I start by turning the top flange. Then I turn the main body. Once again this may be parallel or may taper either to the top or to the bottom. The chimney is an important part of the loco; it sets a lot of character so needs to be as accurate as possible **(Photo 15).**

Now the top shape can be turned and filed. I start with the under-curve and then bring the top curve down to meet this. The shape of this top with its two curves is very distinctive. Of course, not all chimneys have that particular style; check to see exactly what shape you are trying to achieve.

Photo 13: *After rough shaping the round file shapes further and smoothes.*

Photo 14: *Finishing off the flare with emery cloth. Yes it's a different dome! This one is a $\frac{3}{16}$"/1 foot steam dome.*

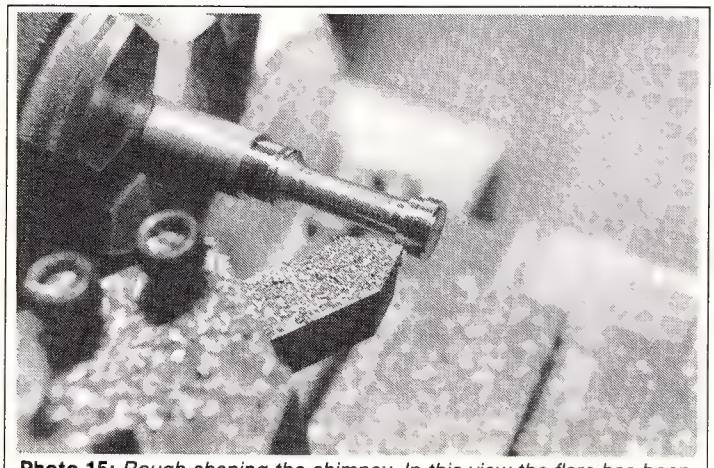


Photo 15: *Rough shaping the chimney. In this view the flare has been shaped and the top has its parts blocked out. Note the partoff point has been part cut through. I use a small hacksaw for this.*

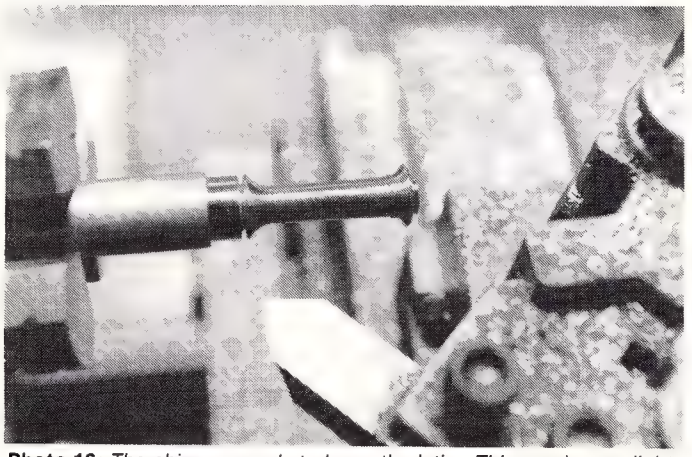


Photo 16: *The chimney ready to leave the lathe. This one has a slight taper to the base. Chimneys can taper either way.*

Photo 17: *Carving out the base with the Dremel. This setup is for the photo only. Hold the chimney in the vice between two pieces of thick card. Much better for the fingers!*

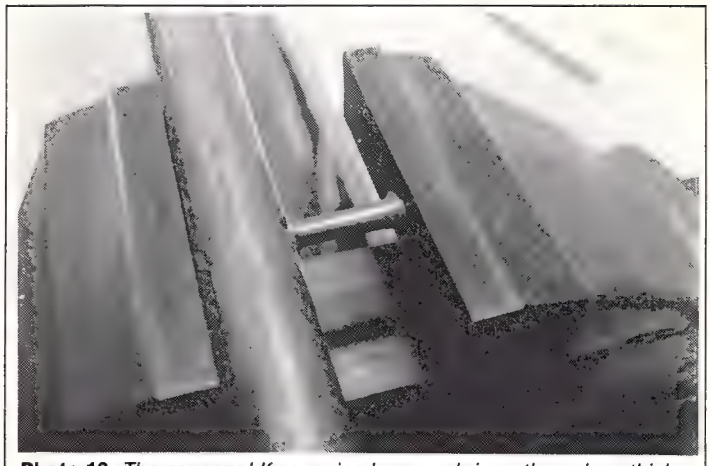


Photo 18: *The squeeze! If your vice has rough jaws then place thick card under the top of the chimney or dome. Don't forget to anneal the base first.*

Photo 19: *Tapping the edges of the flare down. Use something soft like wood or plastic.*

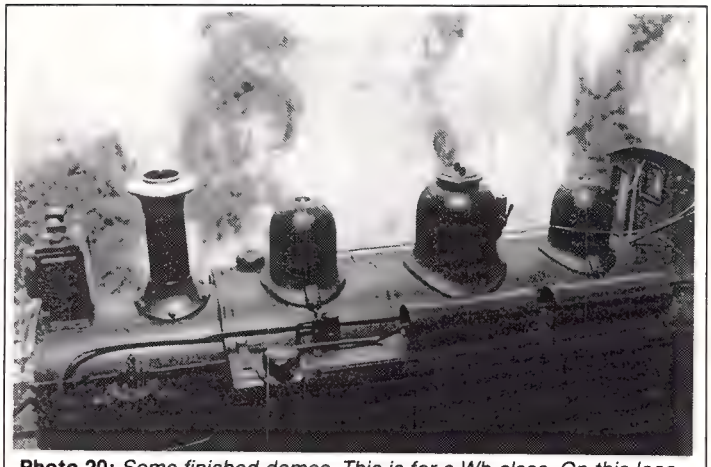


Photo 20: *Some finished domes. This is for a Wb class. On this loco the domes were made as a pattern and cast in whitemetal. The chimney was turned in brass and copper plated. The copper top was masked while the engine was painted.*

The base flare is turned now, the same as for the domes, depending on whether it is a flycut or squeezed. Note that some chimneys have a smooth transition between top, middle and base, whilst others have a joint line where the middle is slightly smaller in diameter than the top and base. With the flycut job the base flare is now shaped with the Dremel and filed in exactly the same as the dome **(Photo 16).**

With the squeezed one we need to remove the surplus metal from the base. As we can no longer grasp the beast in the lathe there are two alternatives. One is to use the Dremel to carefully shape out the base to leave a thin flare **(Photo 17).** I almost forgot to mention, it is a good idea to drill right through chimneys. I do this at quite an early stage. Calculate the drill size so the wall of the centre section is not too thin, especially on the squeeze ones or, when the squeezing is done, it will collapse (I know!)

The second method of shaping the base for the squeeze is to make a mandrel. This is a piece of brass rod turned down so the chimney is a tight fit, base outwards. Tap the chimney on gently and then turn out the base. Tap it off with a piece of wood to avoid damage. The chimney can then be annealed and squeezed as for the dome **(Photo 18)** and **(Photo 19).**

Now some notes on finishing.

Domes are often polished brass. I hold them with a handle by the thread and polish with increasingly fine emery paper, finishing off with Brasso and a coat of clear lacquer.

Polished domes don't have to blind you with their shine. I now aim, on my own locos, to get the effect of a dome that has been cleaned, rather than a brand new one.

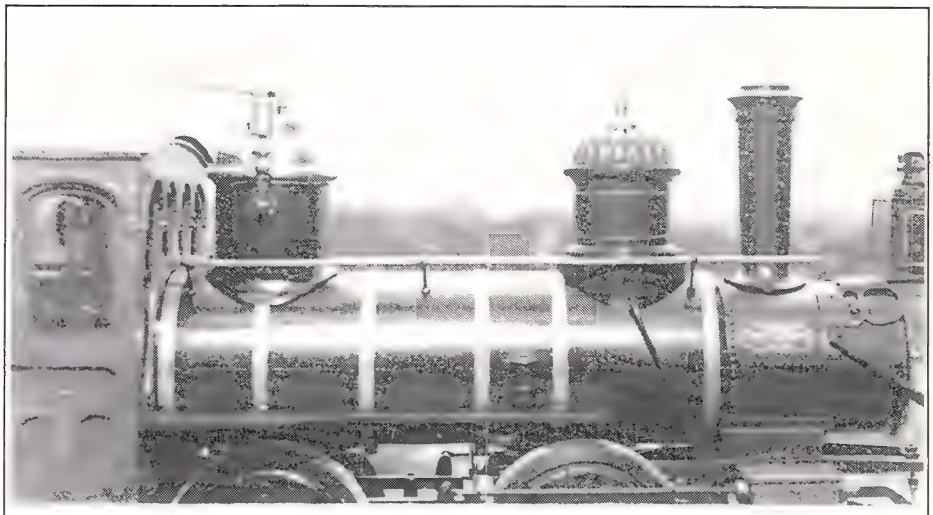


Photo 21: *The ornate boiler fittings of the Rogers Q. The chimney was turned and squeezed. These domes were part of the step by step photos. The sand dome has a separate fluted portion painted red and a separate acorn to top it off. The gold lines were painted in the lathe with a bow pen. The steam dome was polished in the lathe and then masked off and painted. The whistle and safety valves were painted separately and glued into place.*

The best way to get a copper capped chimney is to turn it in brass, get it copper plated and mask the top when painting. The alternative is to turn either just the top, or the whole chimney, in copper, though copper is difficult to turn and get a nice finish on.

Domes with fluted tops such as the NZR Rogers K and Q can be made of separate pieces and assembled.

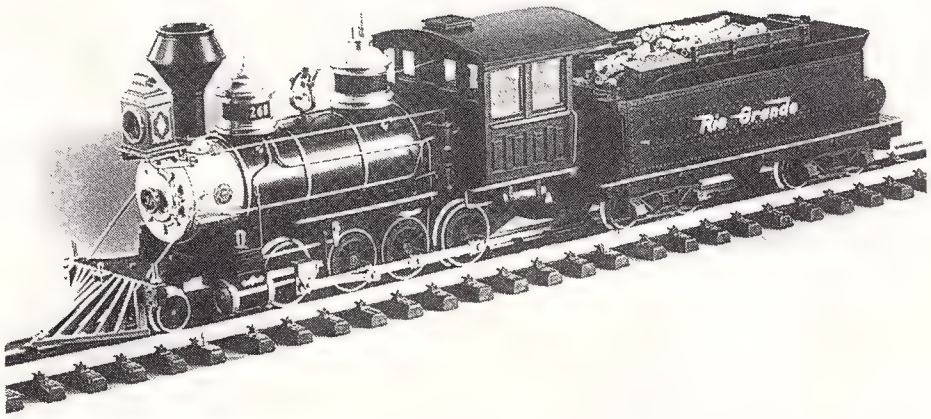
On locos where the domes have lining on them, the dome should be fitted with a screw. Then it can be painted and then mounted back on its holding tool in the lathe and lined by turning the chuck by hand.

That's about it but I'm bound to have forgotten something. If there are any questions just address them via the Editor and I will answer if I can!

May your boiler fittings go forth and multiply!! ▪

LARGE SCALE MODEL TRAINS
What is the Correct Term?

Tony Walsham outlines the current range of large scale models that are proving very popular around the world.



Delton have produced the Denver and Rio Grande C16 Consolidation in 1/24th scale. The choice of the C16 is interesting in that while the D&RG had 156 Consolidations in use up to 1882, they sold 22 to Rio Grande Western who in turn sold these off to other railways when the RGW converted their track to standard gauge. Obviously Delton have the opportunity to produce the C16 in many styles and have indicated an intention to produce the 1914 and 1943 upgraded versions.

G Scale

MANUFACTURER	SCALE	DESCRIPTION
LGB *(Made in West Germany)*	1/22.5	The largest manufacturer of G scale in the world. Locos, rollingstock track, structures and accessories. While being expensive LGB sets the standard of quality to which all other manufacturers are compared.
Delton Loco Works *(Made in the USA)*	1/24	Manufactures a range of high quality brass locos, plastic locos and plastic rollingstock. Medium priced.
Railway Express Agency *(Made in Korea)*	1/29	A hybrid scale to enable small mainline models to operate realistically with narrow gauge models on 45mm track. High quality with many working features. The track system is LGB compatible. Medium priced.
Bachmann *(Made in Hong Kong)*	1/22.5	Newcomer to large scale. Had the first ready to run radio control train set. Is now producing regular track powered models. Good quality at budget prices.
Charles RO *(Made in the USA)*	1/24	Box cars, flat cars and work train cars in plastic. Medium priced.
Kalamazoo *(Made in the USA)*	1/24	Complete range of plastic locos and rollingstock. Some items are quite toy like. Very high quality. The track is compatible with LGB. Medium priced.
Lionel *(Made in the USA)*	1/24	Very toy like but is very good quality. Lionel still manufactures the old tin-plate trains in O gauge. They have a system of loco mounted television transmission called 'Trainscope'. Medium priced.
Aristocraft *(Made in Korea)*	1/24	High quality plastic lineside structures both as kits and some made up. Easy to assemble. Medium priced.
Pola *(Made in West Germany)*	1/22.5	High quality plastic lineside structures. Easy to assemble; they are expensive.
MDC *(Made in the USA)*	G	High quality plastic rollingstock. Ready to run and easy to assemble kits. Low priced.

Many specialist parts manufacturers are now producing scratchbuilders' requirements including Rare Bird Models, Backwoods Car Shop, Simpson, Grandt Line, Ozark Miniatures and Trackside details.

1/32 Scale

Not much is available yet. Quite a few brass models have been made. The Great American Car Co. has a range of 1/32 scale USA mainline passenger trains including the Amtrak Superliners. As mentioned previously, Marklin is producing European models.

The large American wholesale company, Wm K. Walthers, offers a very comprehensive catalogue for large scale model trains. This catalogue covers most manufacturers, is illustrated and is available in Australia.

Large scale model trains come in all sizes and scales. There are many terms used to describe them, most of which are correct.

G scale, G gauge, No.1 scale, No.1 gauge, 1/22.5 scale, 1/20th scale, 1/24th scale, 1/20th scale, 1/32nd scale, 1/2" scale, 3/8" scale. The list of definitions is endless.

All the above apply to large scale model railways and are causing no end of confusion. I will attempt to explain what they mean, the correct usage of these terms and a brief list of the better known manufacturers.

Large scale model trains are the fastest growing branch of the hobby in the world. In the USA at present they have 3.5% of the market share (HO is 68%, N 16% and O 9%).

The common denominator in nearly all instances is the track gauge, 45mm. This is the old No.1 gauge that was popular before WWII. In 1/32 scale (3/8" — 1 foot), 45mm is approx. 4'8½". Bassett Lowke was a prolific producer of models in this scale/gauge. Marklin started producing 1/32 scale No.1 gauge trains in the seventies.

In simple terms, G scale is used to loosely describe all models built to a scale larger than 1/32 (usually between 1/20 and 1/29). They are designed to operate on 45mm No.1 gauge track. The term G gauge should **not** be used.

No.1 scale is used to define models built to approx. 1/32 scale for use on 45mm No.1 gauge track.

In 1905 Lehmann Gross Bahn — The Big Train (LGB) chose a scale of 1/22.5 (now known as G scale) to model European narrow gauge railways. 45mm in 1/22.5 scale equals approx. 1 metre, a common European narrow gauge track dimension. LGB produces a comprehensive trackage system that can be used in other scales to represent various gauges. A resurgence of interest in 1/32 scale has taken place. Small scale live steam has been very popular for many years in Europe and is also growing in strength.

The greatest impetus to the growth of large scale model trains has occurred in the USA with many manufacturers, both new and old, now competing with LGB in this very large and extremely competitive market.

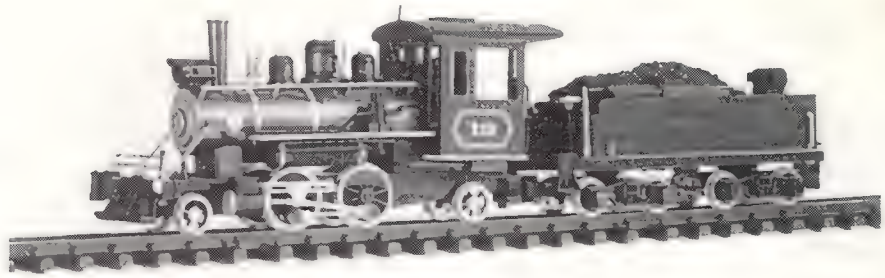
Because LGB chose a scale of 1/22.5 to run on 45mm track, they are limited to producing models of narrow gauge prototype. For the US market LGB introduced models of D&RG locos and rollingstock. Some of the narrow gauge rollingstock was repainted to represent standard gauge RRs such as UP and Santa Fe.

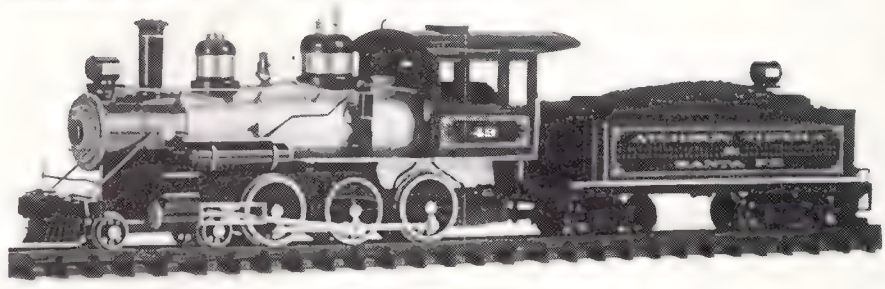
To model standard gauge prototype to run on 45mm track it is necessary to build models in 1/32 scale. Obviously the models are a different size and most modellers don't mix the two scales.

A new company, The Railway Express Agency (REA) has compromised. They are building models of small mainline prototype in 1/29 scale to run on 45mm track. Although a smaller scale than G, the bulk of the locos and rollingstock is roughly the same as LGB and does not look out of place.

Most fine scale modellers in the USA use 1/24 scale (1/2" = 1 foot). 45mm track is then approximately 3'6", an acceptable compromise. The Delton Locomotive Works is the best known, manufacturing a range of high quality

Bachmann, in producing their 'Big Haulers' range in 1/22.5 scale, opted for a budget priced model but did not lose a high quality goal. This is evident with their models, two of which are Baldwin products and are illustrated here. The model above is the 2-4-2 Columbia which is offered in two liveries, Union Pacific with a wood loaded tender and Pennsylvania with a tender loaded with coal.





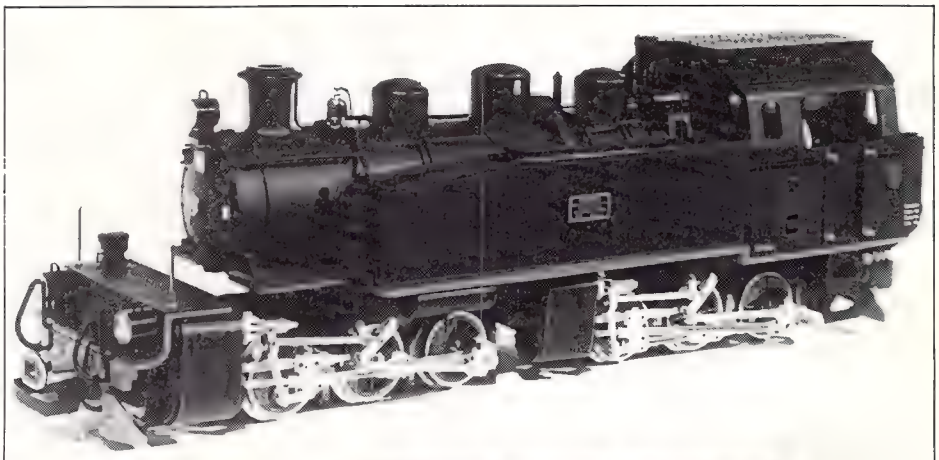
plastic locomotives and rollingstock.

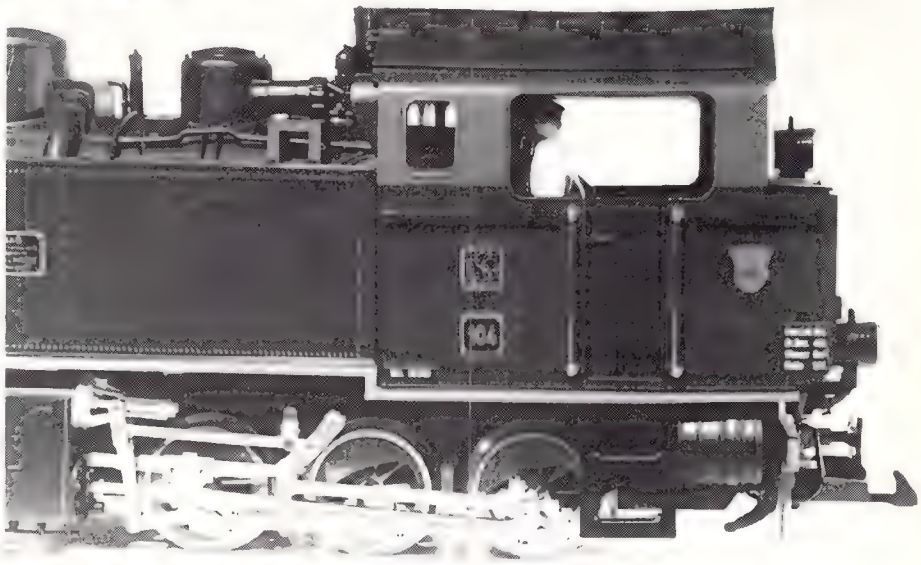
Quite a number of brass locomotives have been produced in 1/32 and 1/24 scales. The 1/32 models have mostly been of US mainline prototype, whilst the 1/24 scale models are mostly narrow gauge, including Shays, C16s, 2-6-0, 0-6-0 and Mason Bogie locos. The famed Tyers Valley Tramway Climax currently operating on Puffing Billy will be available as a 1/24 scale model late in 1989.

One US manufacturer is producing models in 1/20 scale to represent 3' gauge on 45mm track, whilst others are producing 1/24 scale to run on 32mm (0 gauge) track and closely represent 2' gauge. The combination of scale and gauge are endless.

LGB set a G scale coupler standard with a simple loop and hook system to which most manufacturers adhere. More realistic knuckle couplers are now becoming available, although the various brands do not always mate.

The accompanying list details some of the more popular manufacturers of large scale model trains. The list is not complete and my apologies go to anyone I have left out. Unfortunately very little is produced for our Australian prototype, although Fox Scale Models are currently working on a NSWR C30 class tank engine One gauge kit. Importers of large scale models into Australia include Zimbler Pty Ltd ((03) 429 6977), Five Star Models ((03) 762 3189) and Revell ((03) 729 4400) with a special large scale controller being produced by Tempest Electronics ((03) 764 1254). ▪





There is no challenge to the statement that LGB lead the field in large scale models. A casual glance indicates the high quality of each and every model. Of course like a high quality automobile, a high price accompanies each model. Illustrated are just two models from the very extensive LGB range. Above is the 0-6-6-0 Mallet tank engine which is based on a South German Railway Company locomotive used on the Zell-Todtnau line in Upper Wiesental and currently runs on the Blonay-Chamby railway near Montreux in Switzerland. The model is fitted with a smoke unit and has constant intensity reversing headlights, crew and an opening smokebox door. With movement of a switch the loco can be left sitting on the track with the lights glowing. Below is the B-B side-rod diesel which is based on the Austrian Federal Railway's 2095 class which runs on 90cm track. This model has opening doors, constant intensity reversing headlights and is fitted with sound. The diesel sound features turbo charger 'whine'. The horn is blown as the loco starts and also a device on the loco is activated by a contact strip placed between the rails.

VALE

Monday the thirteenth day of March 1989 will go on record as a black day for highway travel and for the Corio Model Railway Club. On this wet afternoon, a semi-trailer travelling south on the Hume Highway near Gunning jack knifed, crossed the centre line of the road and collided with three cars travelling north. The accident killed six people, four of them members of the Corio Model Club who were on a railfan holiday in New South Wales. In publishing this tribute, we trust that the authorities responsible will take the necessary action to eliminate such senseless carnage of life. On behalf of all readers who knew the departed we offer sincerest condolences to their families.

Phil Hayward

March 13, 1989 Aged 31

It is with deep regret that we report the tragic and untimely death of Philip Raymond Hayward of Geelong Victoria, who was on one of his regular Railfan Holiday trips, with three other mates from Geelong when they met their untimely death.

Phil joined the Corio Model Railway Club in 1975 as a teenager just out of school. His enthusiasm and dedication for the club, no matter what task, was immense. He was always turning up at 6.30pm and unlocking the Club rooms for a 7.30pm start on Wednesday nights, then staying right up until 11pm. and off to work. His professional talents were of great value to the Club, especially his work on the recent clubroom extension. He was one of the workers; the loss of his valued and extensive contribution will be hard to replace.

He almost religiously attended exhibitions far and wide: Adelaide, Newcastle, Morwell and Mt. Gambier to name a few. Given the chance he would run our exhibition layout on his own. Through these exhibitions he was the Club's best ambassador – the gentle giant who made friends wherever he went.

Over the years he held various committee positions including Vice President. He was also a member of the Bendigo Model Railroaders, and the T413 Preservation Group (Geelong). He would have given his right arm to become an engineman with the Victorian Railways, but his eyesight wasn't quite up to their standard. Instead he completed an apprenticeship with Alcoa as a Boilermaker, then took up a full time position with the Ford Motor Company as a Welder in the tool room on night shift.

Of course, this gave him plenty of daylight to go chasing trains. Not silly, our Phil! He also had a love for sport being somewhat of an armchair sportsman and an avid supporter of the V.F.L. team Richmond.

Phil was an accomplished railway photographer: he never went anywhere without his camera. The opportunity for a cab ride was never passed by, his last being a trip from Geelong to Lyndhurst and return a week before his death.

The railways of New South Wales were his greatest fascination, and naturally enough his modelling prototype. His regular trips North were, in his words, "a chance to see REAL TRAINS". He died doing what he loved, a big man with a big heart. We'll miss you mate.

He was a single man, but is survived in the hobby by his brothers Ken and Chris.

Brian Eaves

March 13, 1989 Aged 26

Brian was on his first Railfan Holiday trip Interstate with three other mates from Geelong.

He was a newcomer to the hobby and as expected as keen as they come. Through friends from his work at the Ford Motor Company Geelong, he was introduced to the Corio Model Railway Club as a prospective member. He attended a few Club meetings on Wednesday nights, meeting people with common interests and ambitions.

He was an amateur photographer, so railfan activities were an ideal subject on which to focus his talents. The chance to go and see a foreign railway with some new mates presented a rewarding challenge. Although he was not well known to us, he was on the right path through Phil, Henry, David and others to knowing us all. So we gather in time he would have been our friend as well, and become one of us. The tragedy here is missing out on that opportunity, taken from us so soon.

Our thoughts of him will not be forgotten.

Brian was a single man, and is survived by his family.

David Hewitt

March 13, 1989 Aged 34

David Owen Hewitt was on one of his regular Railfan Holiday trips, with three other mates from Geelong when he met his untimely death.

David's railway interest started as a youngster when his family was living in Sale, Victoria. At this time Sale was a most unusual station being a stub terminal layout on a through main line. All the activity involved in moving trains about no doubt had something to do with David's attraction for railways.

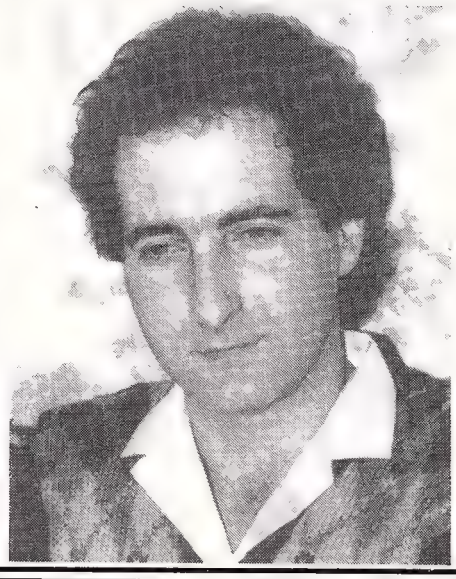
In the early seventies the family shifted to Geelong, another large railway centre, giving David more of an opportunity to develop his interest.

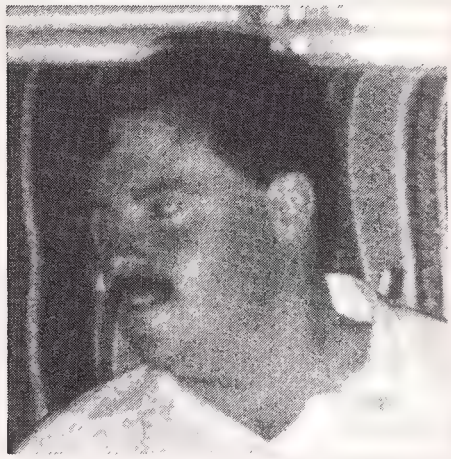
On completion of High School he studied an Electrical Engineering course. After a time, when his love for trains won through, he joined the then Victorian Railways in early 1977 as a Locomotive Engineman. After qualifying as a Locomotive Driver in late 1981, he was transferred to Melbourne to qualify and drive Electric Suburban Trains (Sparks). In late 1984 he returned to a general class drivers position in Geelong.

By achieving many railfans' dream of becoming a Train Driver, David's attitude to his duties was one of utmost enthusiasm. His wealth of experience and extensive railway knowledge was of benefit to many a fireman studying for driving, his relaxed easy going style was admirable. The Brotherhood of Enginemen have lost a great mate.

David was a foundation member of the Corio Model Railway Club, and had served in most positions of the Committee since the Club's formation in 1972, being Treasurer at the time of his death.

David's electrical background was readily adaptable to the hobby of model railways – many an hour was spent 'nutting out' a wiring diagram, constructing a diode matrix, or building an electronic controller for the Club's layouts. Many examples of his work are still in constant use by the Club during running sessions and exhibitions.





David Lawson

March 13, 1989 Aged 27

It is with deep regret that we report the tragic and untimely death of David Anton Lawson, who was on a regular Railfan Holiday trip, with three other mates from Geelong who were also killed.

David or 'Henry' as he became known, for obvious reasons (and to save us confusion with David Hewitt) was one of those people in life who was always your companion, your best mate. Many times he has been best man at friends weddings, and others had him in their sights. He was always there helping friends redecorating, gardening, shifting house, helping run jumble stalls, moving rubbish or caravans, lending money if you were a bit short, going away on trips or just being there, giving support when the chips were down.

Despite a bit of harmless stirring now and then, he was incapable of offending you. If friends were in dispute, he would not take sides, just try his best to mediate the parties out of their differences.

He had a special relationship with his father Bob. They were more like two close mates, working around the house, having the occasional round of golf, or heading up north pig shooting.

With encouragement from a Loco Driver friend of the family, David joined the then Victorian Railways as a Locomotive Engineman in early 1979. On qualifying as a Locomotive Driver in Mid 1984 he was transferred to Melbourne to qualify and drive Suburban Electric Trains (Sparks). In early 1988 he transferred back to Geelong as a Second Person (Fireman) in anticipation of a permanent driving position.

He enjoyed his time at the Sparks, and made many friends there. He had pride in his job and applied himself to the task well, always being keen to improve his skill.

The loco life was ideally suited to David's character, for companionship and mateship are what the job's all about, ensuring a happy work environment. His regular mates (Drivers) cannot speak more highly of him.

Through his developing work interest and encouragement by his uncles Kevin and Peter, he joined the Corio Model Railway Club in 1981. His involvement in the hobby was more of a worker with a strong social commitment than a serious modeller as such. But he had models of most prototypes allowing him to run trains on most days of exhibitions. He also had a love for ships, planes and military equipment, having many detailed models of the same.

David was very flexible when it came to finding time to attend exhibitions and help set up and get things running. His willingness to work made him a valuable asset to the Club. Many of those too hard basket jobs were done without complaint; a credit to his strong commitment to please. Over the years David has served various positions on the Committee including Sales Officer and Fund Raising. Those who attended our recent exhibition would have seen him dedicate most of his time to operating the Second Hand Stall, where most other members would prefer to 'run trains'.

His dedicated interest in locos was reflected in the work he did as a member of the T413 Preservation Group (Geelong).

He was a caring, down to earth, fun loving person, his social commitment to the hobby is what he'll be remembered for. But more importantly, like all of us, the hobby has lost a magnificent companion, always there, always smiling, now always missed.

Henry was a single man, but is survived in the hobby by his uncle Peter, and all those people he called "friend".

He was an avid British modeller of the L.M.S. prototype, and was currently one of a small band of dedicated modellers who were constructing a British prototype exhibition layout of the highest standard, which was commenced about six years ago. No time was spared in ensuring that things were 'just right'. His attention to detail carried over into administrative work for the Club as well. He ensured the Club stayed on the straight and narrow, concerning matters of legality and finance.

David was also interested in Australian prototype photography, not only general railway activities but specialising in shots of unusual items of rolling stock of which he kept meticulous records.

Many an hour was spent looking for an elusive wagon in railway yards around Victoria or interstate – much to the frustration of his more impatient companions. We are told that this behaviour dates back to quite an early age; on family trips he would disappear, his parents or younger sisters would often have to look for him, there was no great problem, he'd be at the local railway station, but where?

David had sporting interests as well. He followed the cricket and regularly went to see his favorite V.F.L. team Geelong play.

A well remembered characteristic of David will be his sense of time, or more appropriately his lack of it. Some will wonder how on earth he coped as a Train Driver, this being such a time dependent occupation. All we can say is he had his own time, nothing ever seemed to be a problem.

His outwardly happy-go-lucky nature made him a pleasure to be with. Never one for formalities, he was forever clowning around but, deep down, was concerned for those around him. He always had time to share the hobby with others, as he was doing on that fateful day.

David is survived by his wife Terri and son Aaron (with another child on the way).

MAILBAG

Sir,

A recent article in AMRM by Don Grant prompts me to write this brief note regarding his pick-up arrangement on Lima Co Co bogies.

I have found it expedient to remove the bottom of the slot that the centre axle of the power bogie flops around in as the axle will be retained by the side-frames, and the pick-up, fitted as Don suggests, will act as a spring keeping the centre axle in contact with the track and thus making good contact as long as the wheels are kept clean.

It is possible to test run the bogie before it is fitted to the chassis and a simple matter to remove the centre axle if for any reason adjustments are required or new pick-ups have to be fitted.

Bo Bo bogies aren't quite so easy but it is possible to fit additional pick-ups using a section of PC board and spring brass wire bearing on the back of the rim of the geared axles.

I carried out this conversion recently on a Lima XPT for a customer and he was more than delighted with the results, and has now asked for me to alter all of his Bo Bo locos in the same manner.

I noticed that Don had trouble getting the pick-up back under the centre axle. If he does as I have suggested, it is a simple matter to replace the centre axle which is captive under the pick-up and only needs to be snapped into place, the wire being fed up through a hole drilled in the top of the bogie alongside the existing pick-up. Cut to length and solder to the brush holder. Refer para 5 for motor bogie

The improvement in running is dramatic – no stalling on points and very smooth operation on even indifferent track. Combine this with dual power and hey presto!

Who said Lima was no good?

I only wish that Lima made their chassis the same as Powerline so that dual powering would be a bit easier.

Ron Richardson,
Frankston, 3199.

Sir,

As a relatively new recruit to the ranks of your readers, may I thank you for the effort that you and your staff obviously put into the production of the magazine.

I read the February issue with great interest, particularly the letter from Mr McLauchlin concerning interstate locomotive operations in NSW.

The following list reflects recent standard gauge locomotive operations in Victoria by V/Line, AN and SRA.

Owner	Class	Numbers
V/Line	C	504, 505
V/Line	G	516-523
V/Line	X	37
V/Line	T	411
V/Line	Y	101, 102, 104, 150
AN	GM	24, 28
AN	WL	252, 257

NSW SRA classes include 81, 80, 442, 422 and 421.

The only 44 class I believe to have been used in Victoria was 4472 and that was green.

Original VR standard gauge usages were B class (B60), S class (310-317) and T class. The list is by no means complete. Other readers may be able to provide further information. Like Mr McLauchlin, I hope this is of interest.

Thank you for a fine magazine.

R.S. Richards,
Sunbury. 3429.

Sir,

I have purchased a Con-Cor N scale DL-109 diesel and after a severe fall the main centre gears on both bogies have snapped.

It seems the Australian Con-Cor spare parts man has ceased business. I was wondering if anyone knows where I could obtain new replacement gear wheels as I don't want to have to purchase a new complete loco just to replace parts.

Paul S. Robinson,
Loftus, 2232.

Continued on page 68.

A 'BRASSTIC' 48 CLASS

Graeme Pantlin and Steve McElroy apply super detailing techniques to the Trax 48 class.

For any modeller of the NSWR diesel era, the ubiquitous 48 class is a definite requirement for their rolling stock roster. With the relatively high price, and lack of availability of brass models, the release by Trax of a plastic 48 has enabled modellers to obtain a model of this locomotive at a reasonable price.

Although the model is generally well detailed, we felt that there was room for improvement to some of the detail and also some correction required to bring the model up to its true potential. With this is mind we set about super detailing the model with the main goal being to produce a model that would stand up to close scrutiny when compared with the finely detailed brass imports.

Before tackling this, or for that matter, any modelling project, the need to research the subject cannot be over-emphasised. A good collection of detail photos, not just the usual ¾ front and sideview, are required together with a reasonably accurate plan. Additionally, close inspection of the subject with a notebook and tape measure will enable you to verify the accuracy of the plan and obtain dimensions of items that are either not evident or difficult to ascertain from the plan. Once this information is collated, comparison of the model with your research will highlight what needs to be done.

In this article we do not intend to give a highly detailed point by point description of what we have done, but to give a brief resume of the individual detail enhancements and modifications we have carried out.

1 New cab front and rear walls were made out of 0.010" styrene. Prior to fitting, the roof at the front and rear will need to be squared off so that these walls when fitted are at right angles to the hoods and not marginally angled as is the unmodified model.

2 The cab side windows were found to be undersized and that the top of the window opening needs to be raised. After modification, clear styrene was cut to the size of the opening and glued in place to which was added microstrip for the window frames.

3 Rear view mirrors were made out of shim brass with wire brackets soldered to the back of them.

4 All illuminated number boards were removed and new ones made out of styrene and then repositioned higher on the hoods as per the prototype.

5 The short hood headlight was modified in that the lens area only was removed, leaving the base plate to the headlight area intact. On this plate was fitted a Details Associates headlight assembly (part number LT 1003). Prior to fitting the headlight, the base plate needed to be enlarged on the top so that the surface area was the same as the Details Associates part. On the long hood, the total headlight assembly was removed and replaced with the above-mentioned headlight part. When fitting this new assembly it needs to be repositioned higher on the hood as per the prototype.

6 The mounting plate for the coat of arms on the short hood nose was made out of 0.030" styrene. The circular shape was formed and then one side was carefully filed to form the 'V' angle of the nose face. When glued in position the flat face was then filed to true up any angular discrepancy.

7 The walkway at the top of the shunters steps was cut back to where the main underframe girder is located (see 10 below). Also at this stage it would be advisable to remove the steps completely as they need to be rebuilt to a more correct proportion. This was done when all the underframe work was completed.

8 On the prototype the chequerplate walkway protrudes marginally beyond the side and end sills and as a result produces a prominent lip. Additionally, the thickness of the prototype walkway material is evident around the top of the shunter step area. To reproduce these characteristics a piece of 0.010" styrene was

4803 at Junee in July 1948. Photograph by Graeme Pantlin.

cut marginally wider than the model walkways and long enough to reach the pilot. Prior to gluing in place the styrene was shaped to suit the top of the step area and the instep where the handrail passes.

9 For the 4801-4820 series, the staff exchanger housing under the cab on the observers side was removed and filled in, as it is both incorrect in shape and in location. As some members of this series have had all remnants of the exchanger mechanism removed from the side sill, it was not necessary to rebuild this feature in its correct position on our particular models.

10 As we were not using the mechanism supplied with the model we were able to build a correct underframe arrangement. The main girders are strip styrene with plastic rodding used to represent the more prominent pipework.

11 The moulded compressor cooling pipes were removed and replaced with new ones formed out of spring steel wire. Whilst this wire can be difficult to work with, once you have the desired shape it will retain this shape and will not distort through handling and it should withstand those occasional 'shunting accidents'.

12 The moulded lifting points were removed and new ones made so that they were more defined and had greater depth, and that the finished assembly was connected to the main underframe girder.

13 The angular bracing behind the pilots was added using 0.010" styrene.

14 The end platform/walkway forward of the pilot was removed and a new one made out of 0.030" styrene. On top of this was added the 0.010" 'chequerplate' as outlined in 8 above.

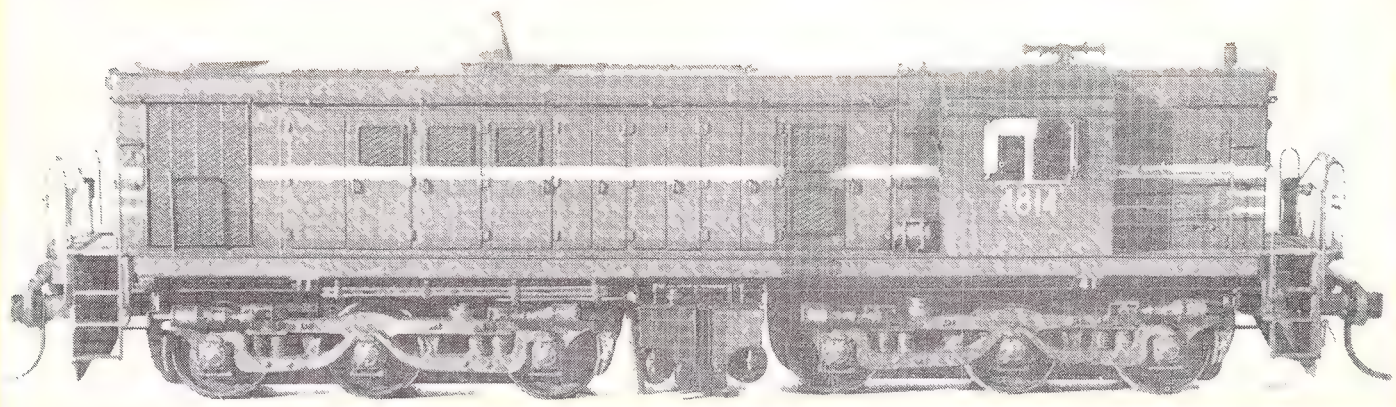
15 To the pilots was added the angular bracing under the end platform, new buffing plate headstocks, and the box arrangement under the right hand side M.U. stand. These were all made out of appropriate sized styrene. Additionally, coupler lift bars formed from spring steel wire and brake hoses were added.

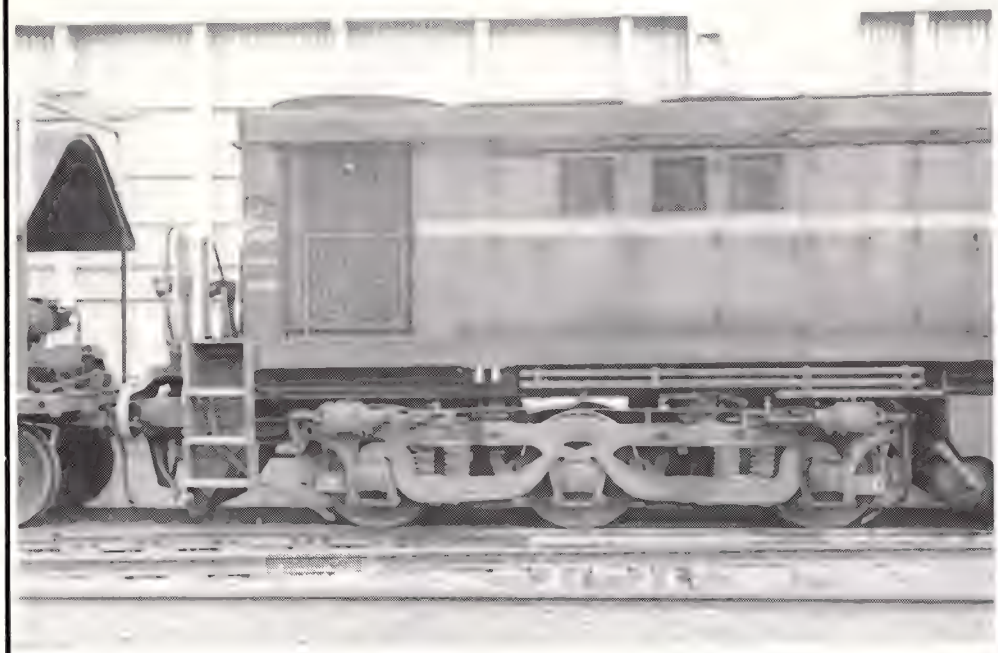
16 A new fuel tank assembly was scratchbuilt out of styrene and plastic tubing. As a result the plastic extension to the fuel tank on the underframe of the model was removed.

17 All moulded door handles and grab rails were removed with a scalpel and replaced with fine gauge wire.

18 The air reservoir assembly on the walkway behind the cab was made out of plastic tubing. The angle bracket base was formed out of microstrip on the walkway and then the tank attached to it. When fitted, a plate of 0.010" styrene was then attached to the tank to form the step on top.

19 All pre-formed holes for the handrails around the hoods were filled and then drilled





Compressor cooling pipe, loco lift point, bracing behind pilot and pipe work on chassis beams.

Grab rails on roof along with size, shape and location of illuminated number boards.

Pipework on chassis, removal of staff exchanger apparatus, bracing behind pilot and thinness of walkway chequerplate above shunter's step.

Detailing Points on a 48 Class

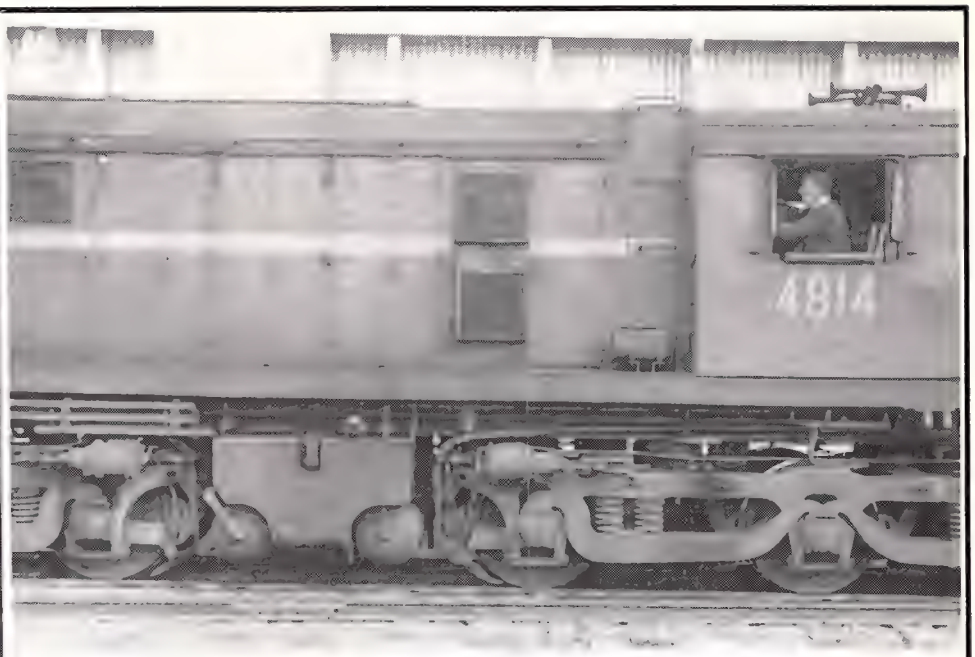
4814 was photographed at Boorowa in April 1985 by Steve McElroy.

Additional photographs of the 48 class can be found in Issue No.124.

Loco lifting point.

Handbrake lever and chain and staff exchanger apparatus

Shunter's step, buffer beam headstock, location of headlight, location of coat of arms mounting plate along with size, shape and location of illuminated number boards.

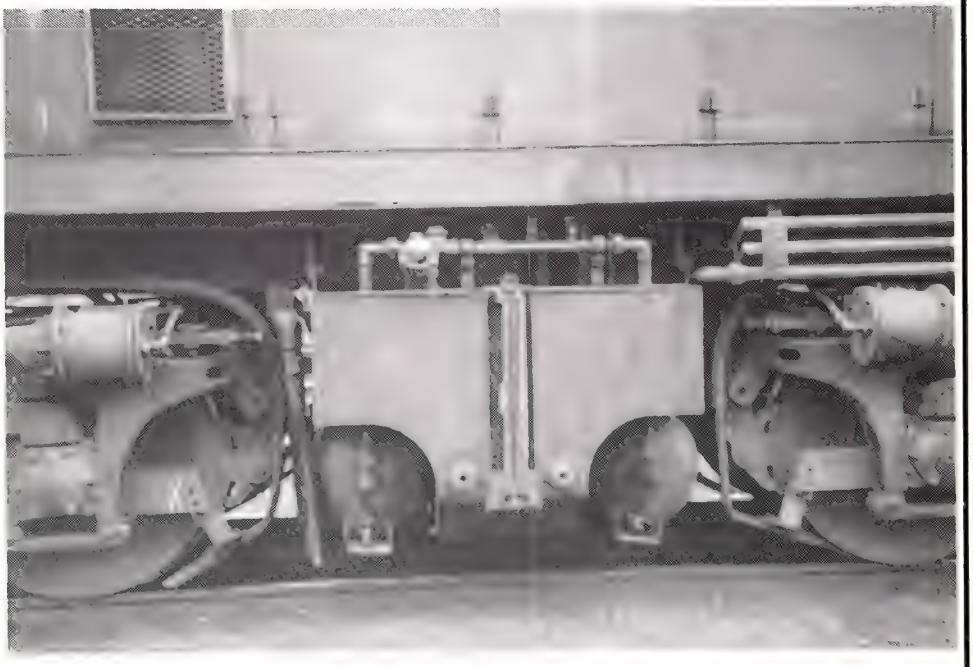


Pipework on chassis, fuel tank, air reservoir on walkway and handrails above reservoir providing access to roof and handrails on roof.

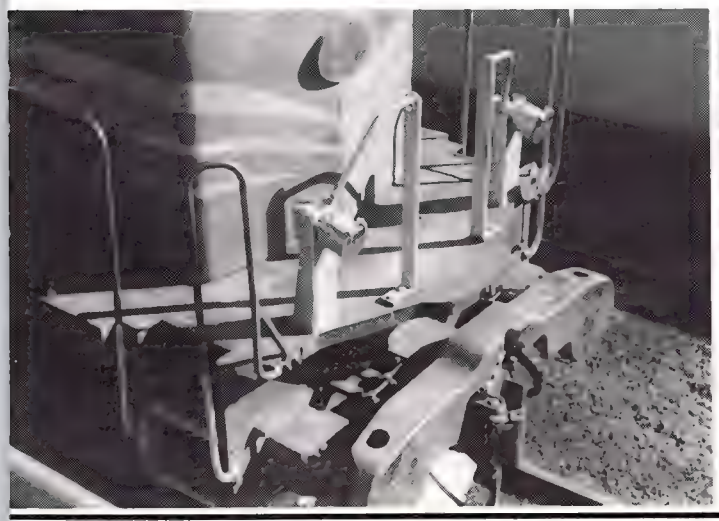
DETAILING PARTS LIST

Headlight	Details Associates LT 1003
Handrail Eyebolts	Details Associates LT 2206
Handrails	Spring steel wire
Whistle	Mansfield 45 class
Fletner Vent	Mansfield 45 class
Handrail Stanchions	Mansfield 45 class
Multiple Unit Stands	Berg's Brass 48 class
Headlamp Lens	M.V. Lens LS 25
Marker lamps	M.V. Lens LS 300

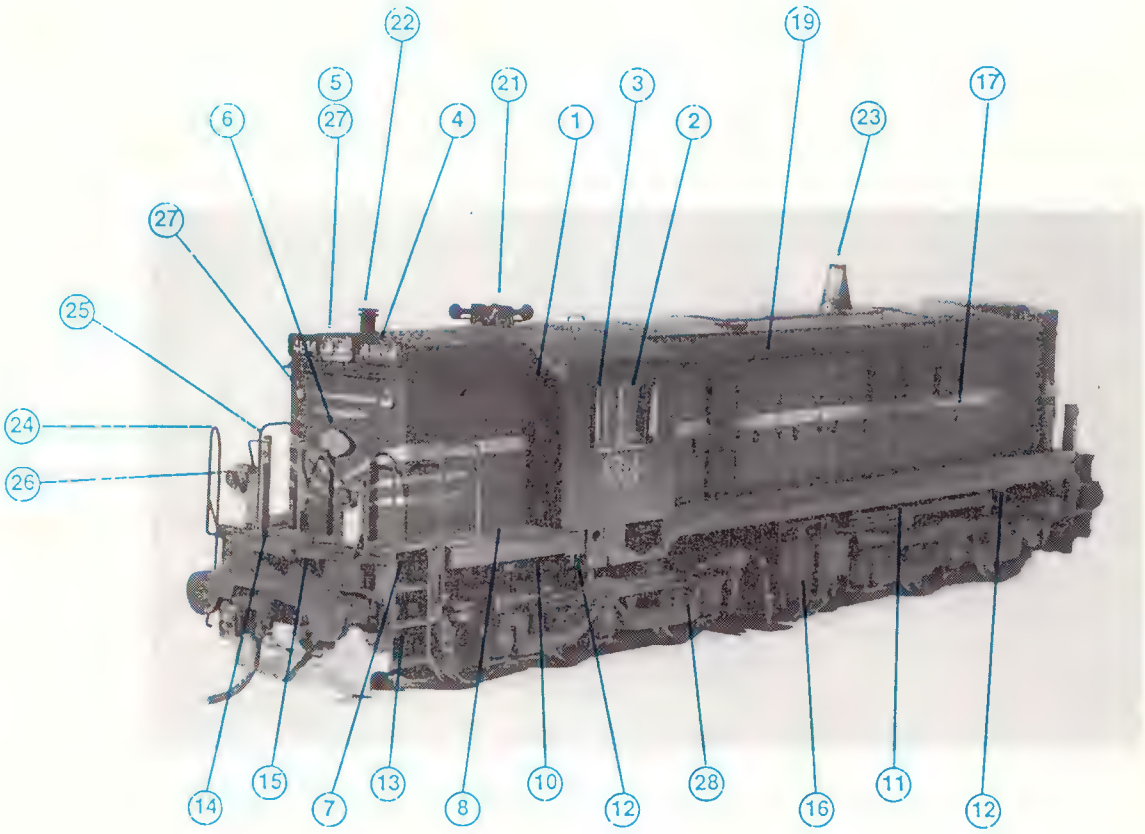
Other side of fuel tank



Walkway and shape of end walkway/platform of pilot on No.1 end.



Walkway and shape of end walkway/platform forward of pilot on No.2 end.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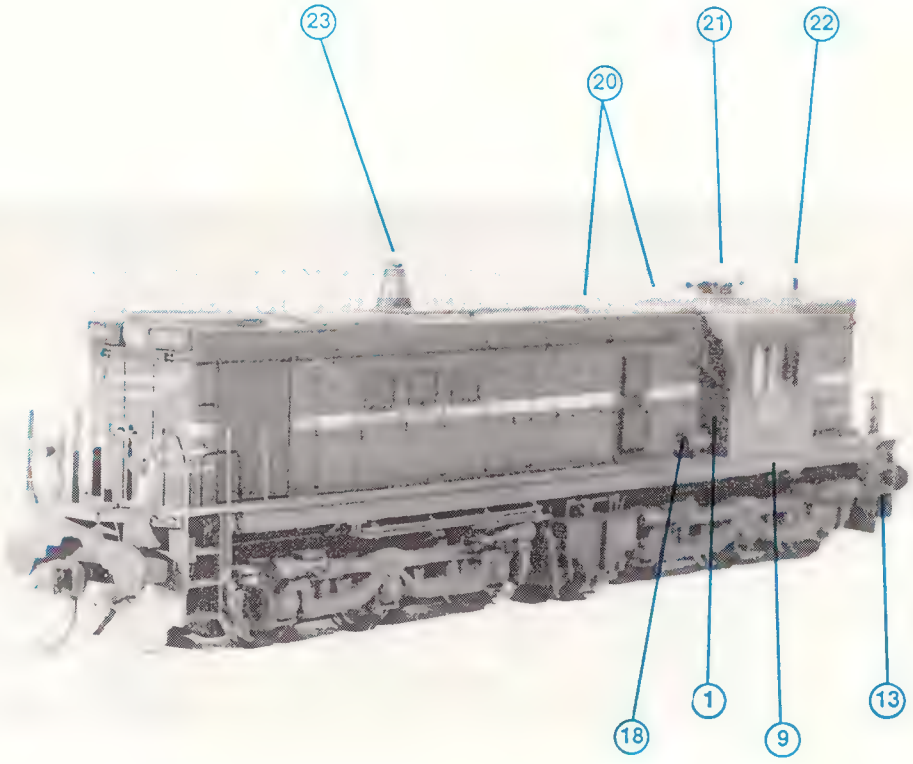
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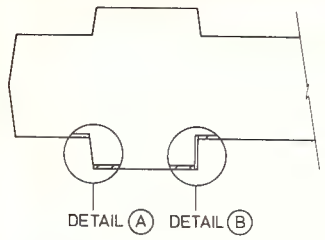
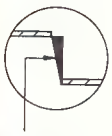




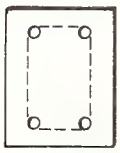
REMOVE THIS AREA OF CAB ROOF

0·010 STYRENE ENDS

DETAIL (A)
EXISTING ENDWALL/ CAB ROOF

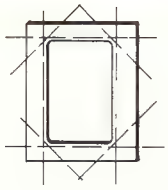
DETAIL (B)
AMENDED ENDWALL

Diagram 1
Treatment of Cab Roof and Endwalls



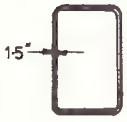
MARK OUT INSIDE OF GROMMET AREA. IF CORNERS ARE RADIUSED DRILL HOLES IN CORNERS THEN CUT OUT ON DOTTED LINES. NOTE THAT 10 THOU STYRENE SHOULD BE USED

STEP (1)



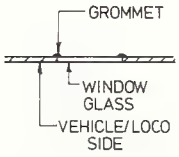
USING A SHARP SINGLE EDGED RAZOR BLADE CHOP EDGES AWAY AS ACCURATELY AS POSSIBLE TO DESIRED GROMMET WIDTH (SAY 1" TO 1·5").

STEP (2)



THE FINISHED GROMMET MAY REQUIRE SOME CLEANING UP WITH A FILE OR THE RAZOR BLADE TO GIVE A CONSTANT WIDTH.

STEP (3)



AFTER GLUING GROMMET TO WINDOW/NUMBER BOARD ETC. LIGHTLY SAND THE FACE TO REDUCE THE THICKNESS SLIGHTLY AND TO ROUND OFF THE EDGES.

STEP (4)

Diagram 2
Making Window Grommets

out with a 0.35mm drill. In these holes, Details Associates eyebolts (part number LT 2206) were fitted and then handrails formed from spring steel wire were threaded through the eyebolts.

20 All roof grab rails were added using 28 gauge nickel silver wire.

21 The whistle assembly was replaced with a Mansfield's brass 45 class spare part.

22 A Fletner vent was added, again using a Mansfield's 45 class spare part.

23 The exhaust stack was drilled out.

24 All walkway handrails were formed out of spring steel wire. Where required, the footings for the handrails have been fitted using small sections of microstrip.

25 Centre handrail stanchions on the front and rear are once again Mansfield's 45 class spare parts which have been shortened to suit a 48 class.

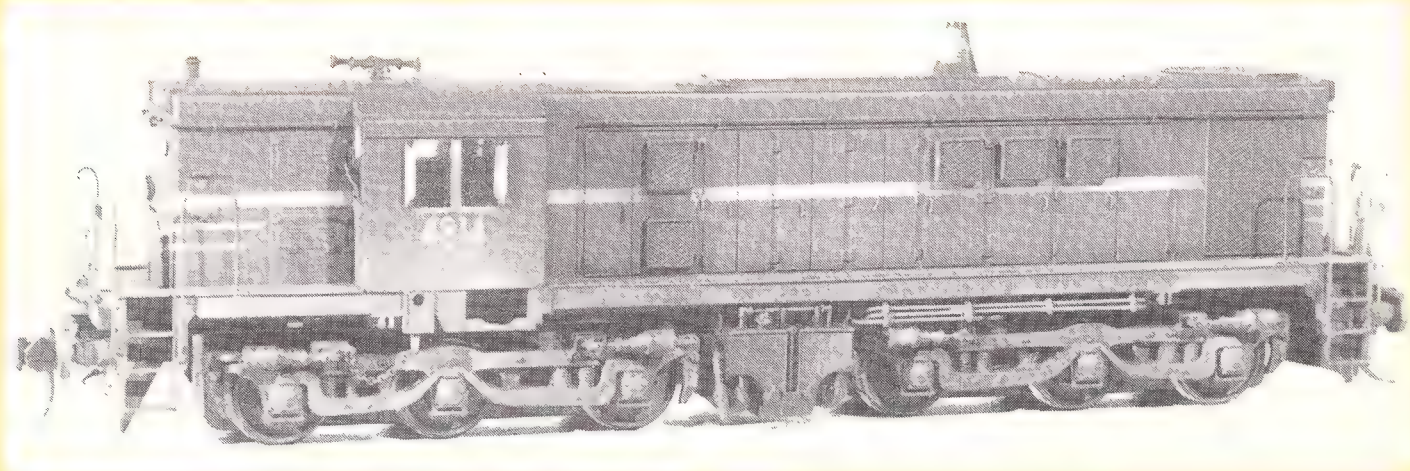
26 M.U. stands are from a Berg's Brass 48 class. As far as we know, these were not an available spare part. Ours were obtained from a friend who converted his brass 48 to a South Australian 830 class.

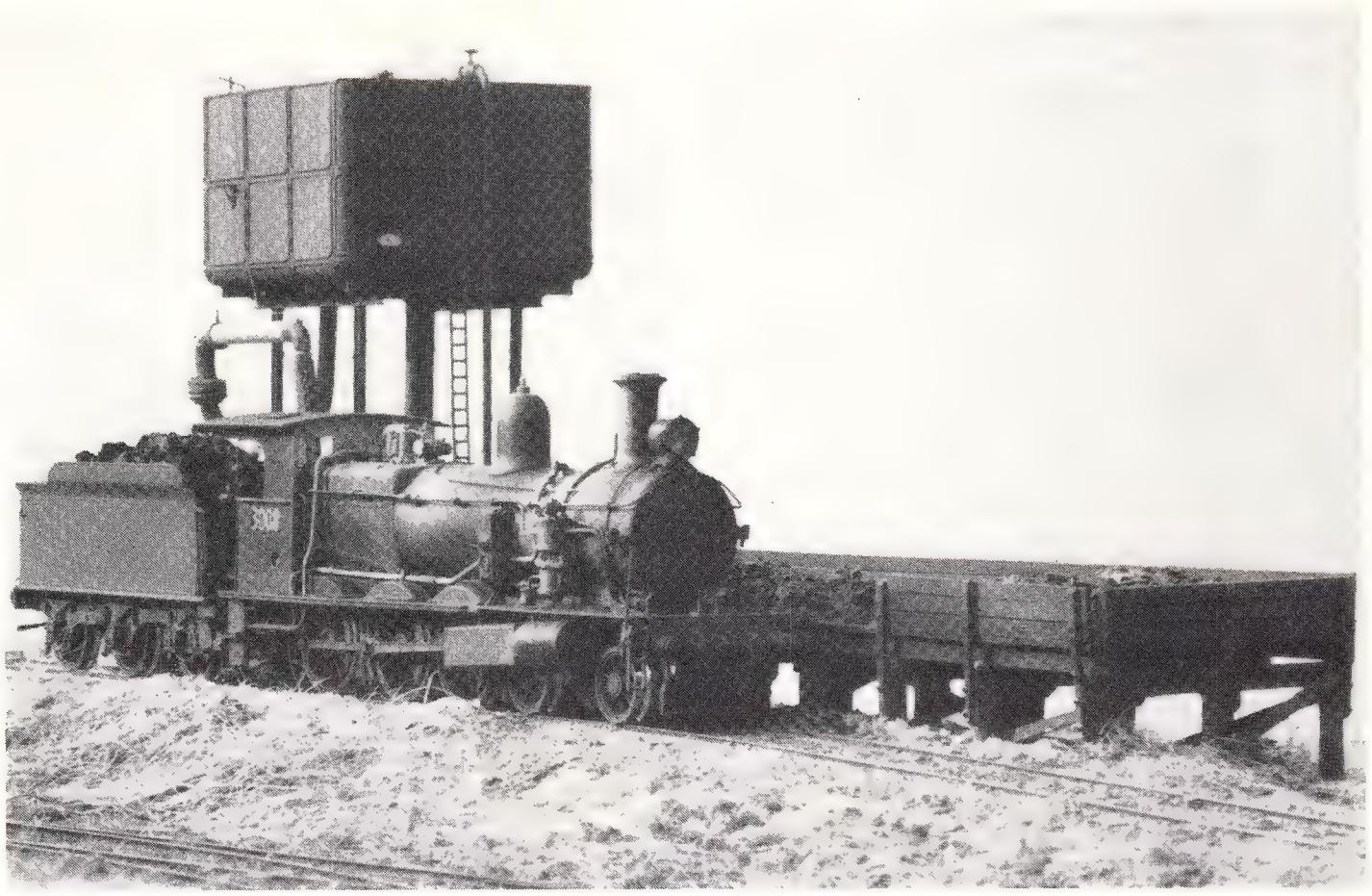
27 All lights have been replaced with M.V. Lenses, part numbers LS 25 for the headlights and LS 300 for the marker lights.

28 The mechanism is a home made assembly using Mansfield's brass 421 class power bogies purchased as spare parts. We were fortunate in that these were available when we were researching this project and that the axle spacing was virtually correct for a 48 class. Unfortunately, like all the abovementioned Mansfield's spare parts, they are no longer commercially available as this shop is no longer in existence. Sideframes are whitemetal castings.

Whilst all the above may sound difficult, as such, it is not. Yes, it was time consuming and sometimes intricate. However the finished results have proved the time and effort put into these models as worthwhile. Additionally, working in tandem with a friend on a project like this provides incentive to push your skills a little bit further and to try and build a better model than his. A bit of friendly rivalry goes a long way.

Finally, we hope this article has provided food for thought as to ideas for detailing proprietary models. Sure, a coat of correctly coloured paint can improve a model greatly, but on closer inspection with the additional detail your model will certainly stand out above the rest. ■





MODELLING

THE COAL STAGE AT MERRIWA

Ron Cunningham describes the construction of an HO scale platform coal stage.

Mention the words *"coal stage"* to the average NSW modeller and he or she will probably conjure up either a vision of a diminutive 19 class pushing a rake of LCHs up a long spidery trestle or, alternatively, a 38 class express passenger engine being dwarfed by a towering, vertical bunker type coal stage.

However, a third type which could be found scattered across the State at dozens of locations might not come as readily to mind. This type was the smaller brother to the trestle and vertical bunker varieties and I refer to it as the platform type.

Usually found at the end of a country branch line (they were also to be found at larger centres), this type consisted of a small raised platform with rudimentary bins for the coal created by adding sides and ends of three planks.

Without the assistance of gravity or mechanical means for loading and unloading as used by its bigger brothers, this type used that most elementary of machines, a one-man powered coal shovel to transfer coal from wagon to platform for storage and later to tender.

For this reason, one can speculate that they were not all that popular with fuelmen or enginemen, particularly in the hot outback.

The prototype for my model was located at Merriwa and appeared to be a standard type. Similar examples could be found across the State. I have photographs of platforms at Merriwa, Tenterfield, Walgett, Dorrigo, Yass and Rankin Springs. Whilst all were of the same general type as this model, the design and construction method was so simple that it would have allowed easy modification to suit any situation. I have seen platforms with lengths varying between 40 and 70 feet (12.2 to 21.3m). Most platforms were designed to be serviced with a track on one side only but again there were many platforms with a front

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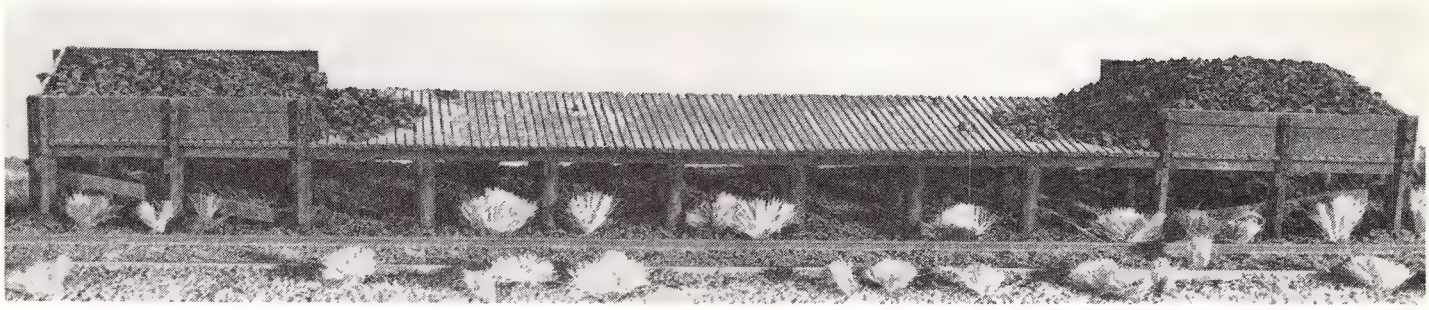
Above: *Heavily weathered branchliner, 3008, a C30T class, is stabled at the coal stage awaiting servicing from the water tower and coal platform. Photograph by James McInerney.*

Below: *The rear view of the HO scale Merriwa coal stage as built by Ron Cunningham. Bob Gallagher photograph.*



and rear track for receiving coal and servicing locos. Some platforms were tapered at one end to fit between the diverging tracks of a compact outback engine servicing area.

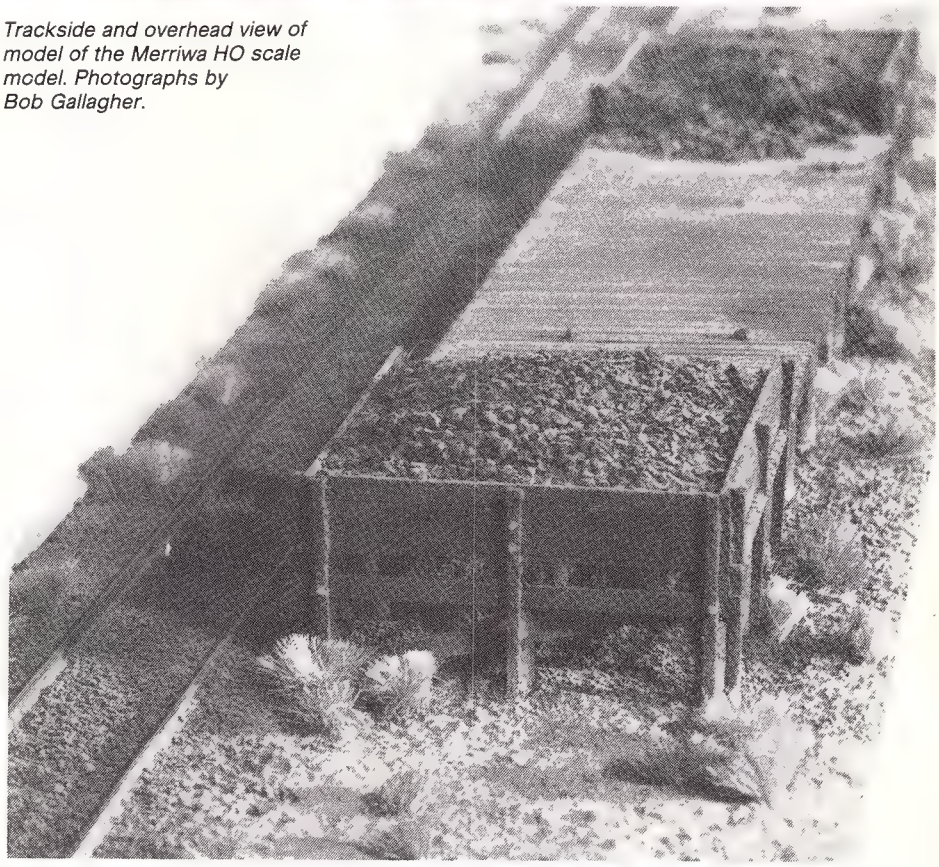
At the same time as I was building my model based on Merriwa, James McInerney was building one based on the coal stage that was located at Brewarrina. This platform was a single sided one with continuous planking along the rear of the platform. In addition, it was not as heavily supported with longitudinal beams underneath and was only 50' long. Some of the accompanying photographs are of James's model and although there are differences, the general style and method of modelling construction are the same.

It can be seen then, that although this article deals with a standard, rectangular example, you could, using similar techniques, build a platform to suit your particular needs.

So, if your tastes run to towering bunkers or spidery trestles but your layout space does not, or if you just like, as I do, up country branch lines, then this smaller brother in the family of coal stages may be for you.

I have quoted the sized dimensions in Imperial which is how they were built, so you can build this stage in any scale by using the appropriate scale ruler.

Trackside and overhead view of model of the Merriwa HO scale model. Photographs by Bob Gallagher.



The Model

List of materials

You will need a supply of the following Northeastern or Kappler scale timber:

4" x 4"
9" x 3"
6" x 3"

Plus —

1 sheet of scribed timber with 1/16" spacing
1 length of 1/8" dowel
Nut-bolt-washer castings

Construction

Commence construction of the model by fabricating the platform deck.

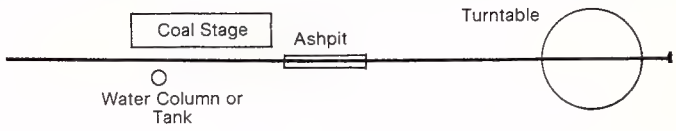
There are a couple of short-cuts I took here as my modelling philosophy has always been to only model that part of a structure that will be visible on the finished model.

In this case the decking on the prototype rests on eight 9" x 3" beams which run the entire 70' length of the platform. However, apart from the two outside beams and several feet of each beam at the ends of the platform, the support beams are otherwise unseen.

My first shortcut then was to have only the two outside beams run the full length of the platform. The remaining six inner beams are represented by six 10' lengths of 9" x 3" beam glued in position at each end of the platform to suggest the existence of the full length beams. They are not added until after the decking is complete but once in place are indistinguishable from full length beams even when the model is examined end on.

So to start, cut two 9" x 3" x 70' beams and put them aside. Next, take up the Northeastern sheet with the 1/16" scribing. Using an engineer's square and a sharp knife (I use one of the snap-off blade varieties and keep the point sharp at all times; in a normal model, this will mean using a full blade or more but they are

SOME BASIC LAYOUT TIPS



A proper coverage of prototypical engine servicing areas of even the most basic type is beyond the scope of this article. However, knowledge of the basic features of a simple up-country facility may be useful in positioning your finished coal platform.

The basic needs of a steam engine when it finished its journey at the end of a country branch line (or anywhere else for that matter) were: a supply of water, usually from a water tank located beside the track or a water column if the tank was further away; fuel from the coal platform; an ashpit to drop ashes and a turntable (or sometimes a triangle) to turn the engine for its return journey.

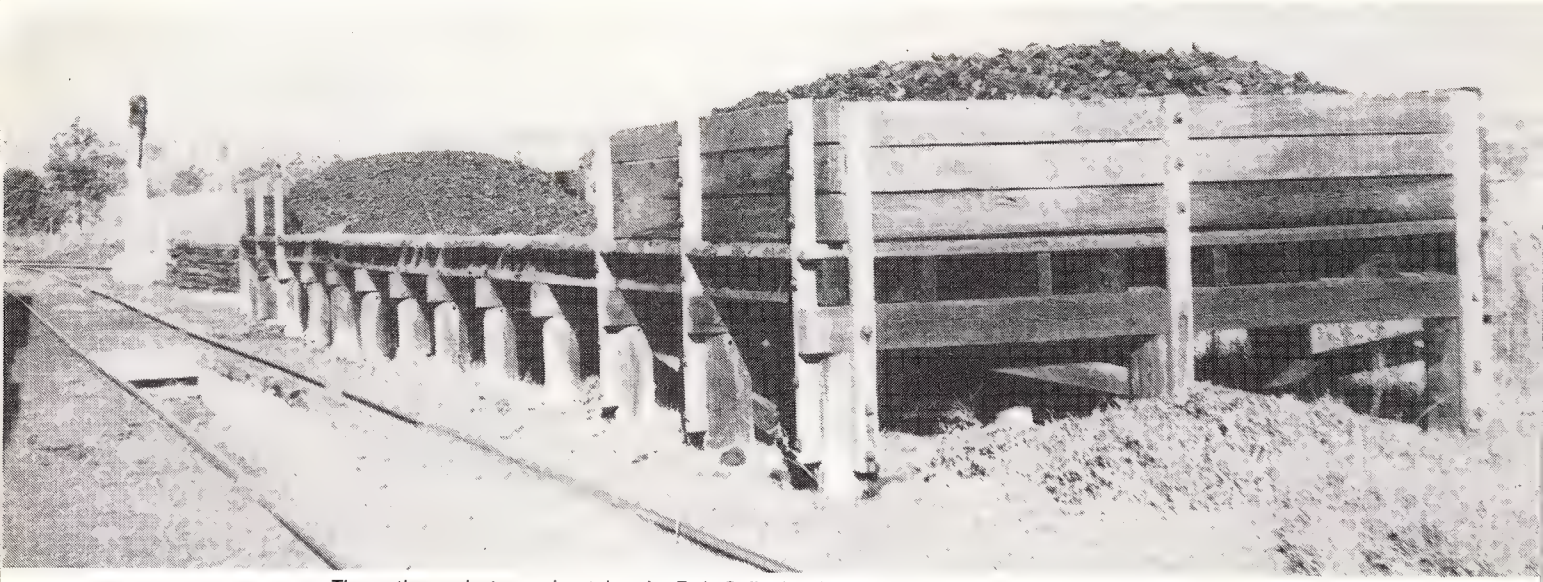
A basic, compact 'loco' in its simplest form would therefore look something like the diagram of loco at Cobar:

A loco on arrival would position itself so that its ashes could be dropped into the ash pit and its tender filled with coal and water without moving the engine. Once these tasks were completed, the engine would proceed onto the turntable to be turned.

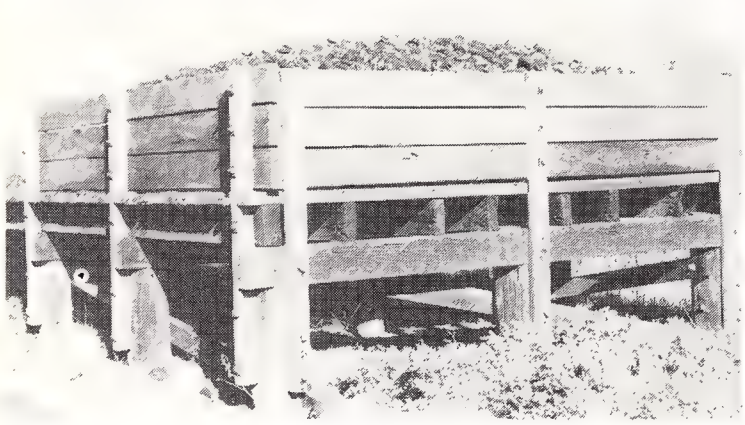
A loco would take on water and coal before being turned as the full tender would balance the engine when it was on the turntable. This would assist in moving the turntable. (I am told that balancing a locomotive was one of those intuitive things an engineman picked up on the job.) The loco, once turned and with minor attention from the crew, would then be ready for its next turn of duty.

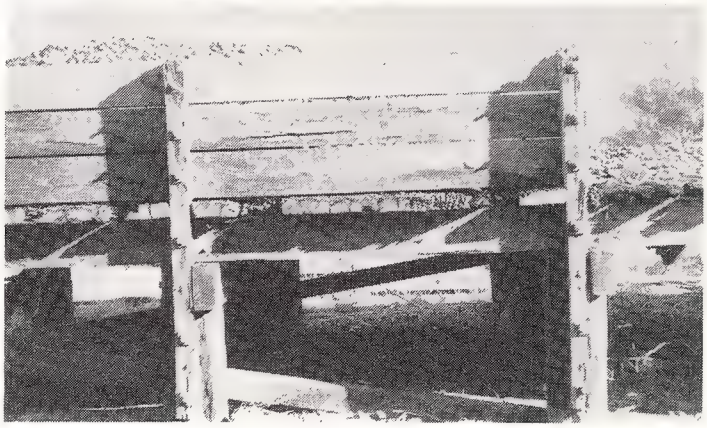
This brief outline of the basis of a very simple loco should enable you to prototypically locate your new 'old' coal platform. I must admit that I rather like mine.

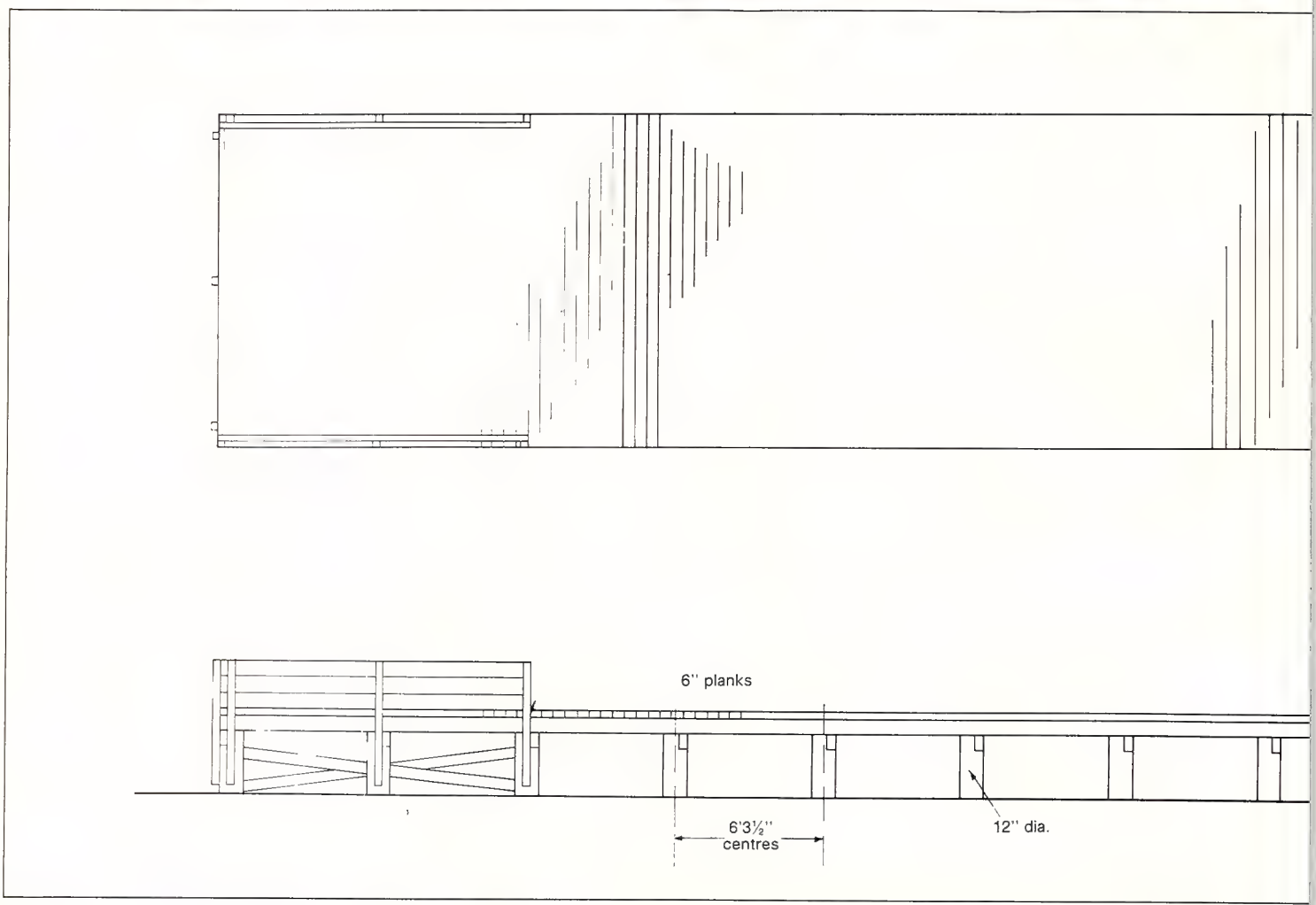
Ron Cunningham.

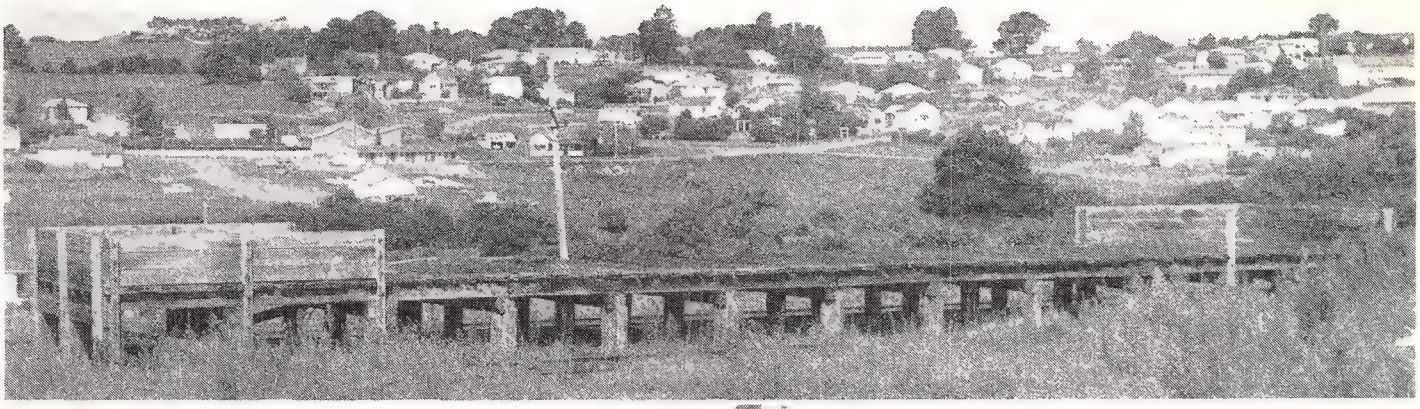


These three photographs, taken by Bob Gallagher in 1973, feature the Merriwa coal stage.

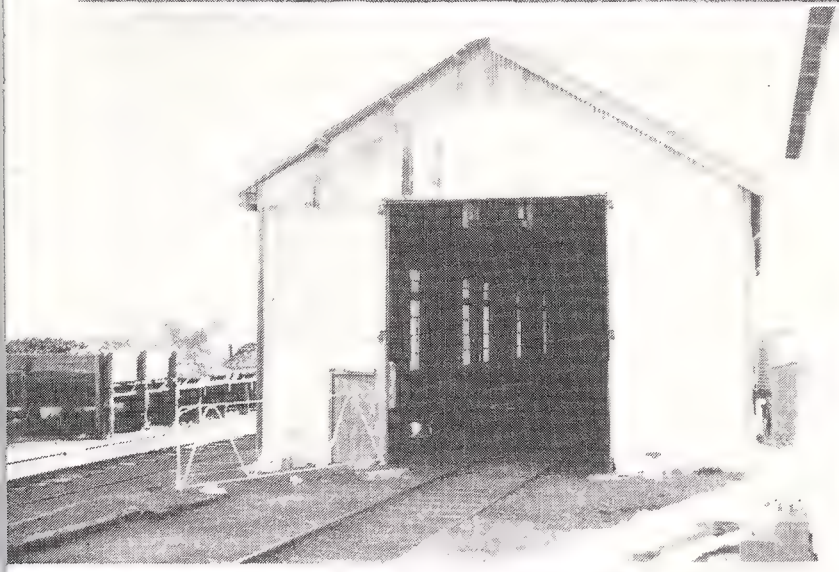




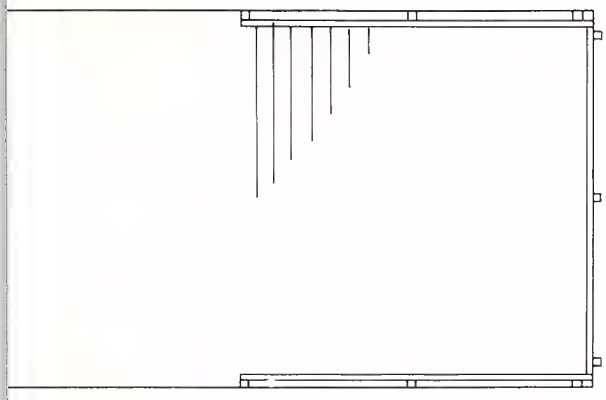




Although slightly longer, the coal platform at Dorrigo is similar in many aspects to the platform at Merriwa. The end view is almost identical indicating the versatility of the design. Photographed by Bob Gallagher in 1969.

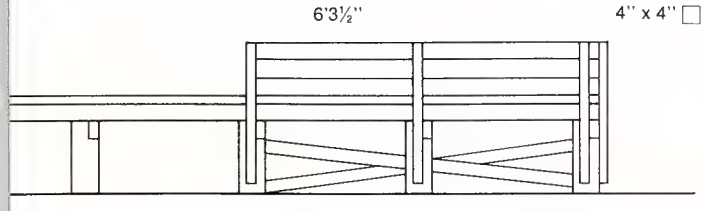


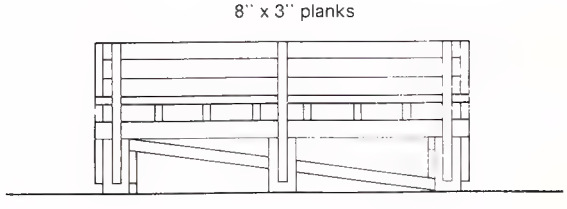
The closeness in location of the coal stage to the engine shed at Merriwa is illustrated in this photograph by Bob Gallagher.

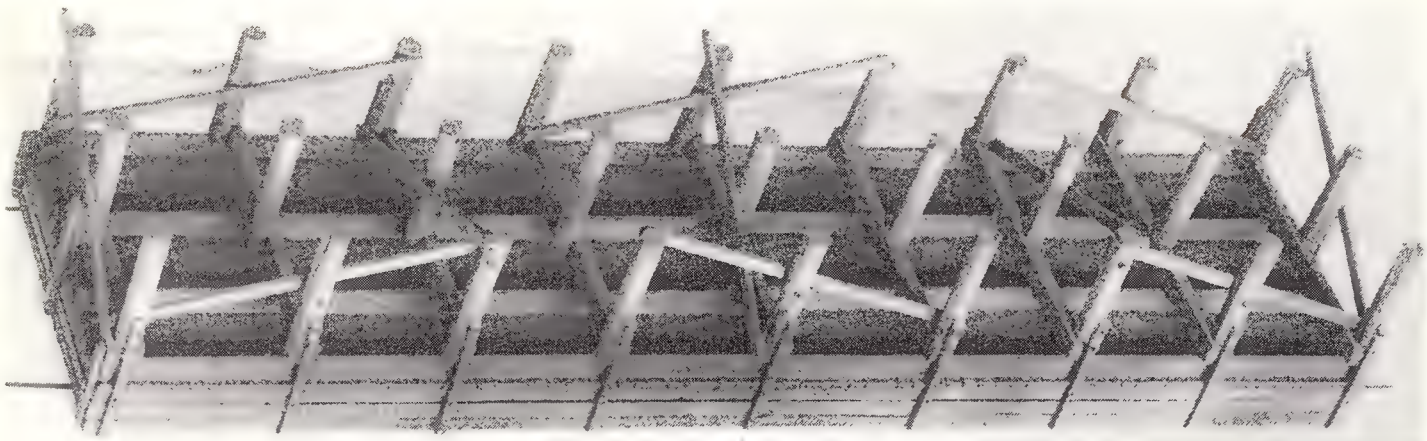


MERRIWA COAL STAGE

DRAWN: Peter Zaglauer
SCALE: HO 1:87

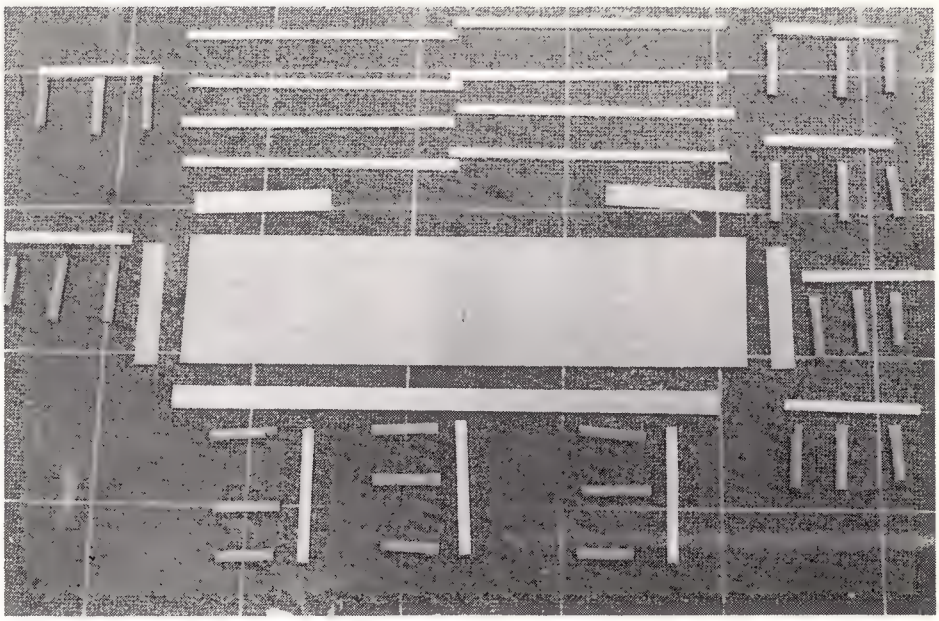


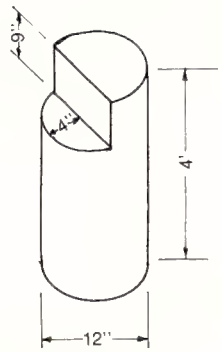




James McInerney's model of the Brewarrina coal stage is only 50' long and has only half the longitudinal 9" x 3" beams to that on the Merriwa platform. James McInerney photograph.

The assembled parts of the 50' Brewarrina coal stage as built and photographed by James McInerney.





Pile Recess Detail

cheap enough), square off the end of the sheet timber. Measure 13' along the sheet from the squared end and, again using the engineer's square, cut across the sheet. Using a steel rule, you can now slice off individual planks without any further measuring that will all be a uniform 13' long.

However, before you start slicing, we come to the second short cut that I took. To produce a well used, battered looking platform, it is essential to construct the deck from individual planks. This allows you to split and chip each plank and to glue them to the supporting beams in such a way as to allow you to see through the deck in places. This is a slow process but the end result is worth the effort.

However, piled at each end of the platform is a large heap of coal, as large or as small as you wish to make it but which conveniently obscures from view the decking. Therefore there is no need to use the individual boards here so, from the Northeastern 13' wide scribed timber cut two pieces of the length that will be covered by the size of the heaps of coal that you will place on the platform. I chose approximately 13' and cut the two pieces from the 13' wide scribing.

Now, as with any modelling with timber, all pieces should be given a coat of stain before assembly. I have always regarded this prestaining process as a nuisance (impatient modeller that I am) but is essential if you want to avoid marks later where the glue seals the timber and prevents the stain from being absorbed into the timber. The staining of timber is by far the best method to achieve a weathered look. For stain you can use just about anything at hand. I have used heavily thinned, left over Humbrol paints, Floquil stains or a recent method I have had success with is India ink broken down with water. Try any method and use the one that works best for you.

Right, now take up the two 9" x 3" x 70' beams (stained) and the two 13' x 13' approx. stained pieces of Northeastern scribed timber sheet. Place the first square on a flat surface with the plain face up. Glue the two beams to the timber squares so that the scribings run across the beams. The beams should be positioned so that their outside face is 4" in from the edge of the scribed squares. To put it another way, the planks which the scribed timber represent overhang the two outside supporting beams by 4". The ends of the beams should be flush with the outside end of each square.

After the first square is dry, repeat the process at the other end of the platform.

Whilst this section is drying, take up the remaining 13' scribed siding and split each sheet into individual boards. Roughen each board with a knife or file and begin cementing them to the beams. Distressing the edges and ends of the boards with a knife will give that aged and worn look to the deck of the platform when it is finished.

Once the platform deck is finished, turn it upside down and add the six other longitudinal 9" x 3" beams. As previously pointed out, only the 10' or so at each end need be modelled for effect but put the full 70' lengths in if you want to.

Next prepare the piles by cutting from the ⅛" dowel, 36 pieces each 4' long.

Also cut twelve 13' lengths of 9" x 3" beam and stain the lot. Examine the photographs and you will notice that the longitudinal beams rest on 9" x 3" x 13' cross beams. These cross beams rest on three piles and are recessed into the side of the piles at their top.

The easiest way to achieve this is to glue the cross beams in place to the underneath of the longitudinal beams and then fit the piles to the cross beams. There is a cross beam located flush with the end of the long beams with the remaining 10 cross beams being located at 6'4" centres along the platform.

Once the cross beams are in place, take the ⅛" piles and cut a 9" x 4" seat into the top side of each pile. This seat is where the cross beams are to sit (see diagram). The piles can be glued in place when ready.

Once all the piers are in place the diagonal bracing on the piers can be added as per the photographs from 6" x 3" beams.

All that needs to be added now to complete the platform is the sides.

On the Merriwa example two coal bins are formed, one at each end of the platform, by raising a three plank high wall on the front, end and rear of the platform. (The Brewarrina type has a three plank high side running the full length of the platform rear.)

To form these bins cut 12 lengths of 9" x 3" x 13'6" stripwood, six lengths of 9" x 3" x 11'10" stripwood and 18 lengths of 4" x 4" x 6' material which is required to form the uprights to which the planks are bolted. (The 11'10" is arrived at by taking the thickness of the two walls (6"), adding the thickness of the two uprights (8") to get 14" and subtracting this from the width of the platform which is 13', or just take my word for it.)

Continued next page.

MORE ADVENTURES WITH THE PATENT MODULES

Lindsay G. Collins

Well, there I was. I'd built myself a decent sized shed to house a decent sized layout, built all the modules and stood them up and inserted all the bolts to pull them together.

The next step was to start laying the first of the two dozen points and half dozen crossings, and build the platforms long enough to hold a loco, baggage car and an eight coach train. Well and good, so far. But read on.

Eventually I reached the stage of having the points at one end of the station area laid and a few lengths of Atlas track curving away on four roads. I then laid road one and the loop though the station and started laying the points and crossings at the other end.

'Let's move to Queensland', she said, and as that was the long range plan anyway, I went along with the idea.

Right. Remove all the bolts that pull the modules together. Secure the leg units, as per design, and as I have not as yet built a rack to transport the layout, the modules were bolted together, face to face, in pairs. Each pair was placed on their sides on the floor, so that they were parallel and just clear of each other and fastened thus by bolting some odd pieces of chipboard across the ends, using the module bolt holes.

Locos and rollingstock already had their carry boxes, so controllers, built and unbuilt building kits, tools, and all the odd bits and pieces one acquires over the years for 'THE' layout, were packed into four tea chests and labelled 'TRAINS, BOX 1' and so on.

A lot of unwanted items were disposed of at swap meets, private treaty or auction night at the club. But there were still four tea chests of 'stuff'.

So this was the situation for about 12 months, while we survived the hassles of selling and buying the houses, terminating my job, and moving over two thousand kilometres and getting re-established.

Local council regulations prevented me building a replacement shed behind the house and I couldn't put a shed up on the vacant block we bought next door, because there was no dwelling on it.

Hassles, aggro and frustration were the order of the day for the next five months or so, when I was advised to contact the North Pine Country Park committee at Petrie, about 27k away.

After a couple of visits, and an application to the committee, I was able to transport all my gear there. With the assistance of my 16 year old son, we took everything down one afternoon and the following day stood the modules up, levelled them up by eye, with the odd packer or two (or three) under some of the legs, bolted everything tight, and started laying track.

By the end of the following day, we had four tracks three quarters of the way around the layout and, RAN OUT OF JOINERS!

A quick trip into Brisbane the next day to Valley Toyland and the supply problem was solved. Back to the layout and soon road one was a loop.

Quick! Which box are the controllers in? Great idea. Number the boxes but don't record the contents of each! Have to be this box, it's the heaviest. It was, too. And soon a controller was wired into road one. Quick test with the light and a loco was soon working light engine making several circuits in both directions.

Sufficient unto the day. And the next day work continued to complete road two. There was a break of a few days, Dan returned to school, I caught up with a few chores, and on the Sunday we were able to admit the public, donation only at this stage, to see an eight car passenger and a 20 wagon goods making their way round the layout.

During the week I was able to put in a couple of more days and by the following Saturday had all four tracks working, two eight car passengers on roads one and two, a work train in the loop, and one empty and one loaded 20 wagon coal trains on roads three and four.

Word must've got around because there was Mr and Mrs Merit and their relations, standing, sitting and walking on the platform to see it all!

If any reader has a clue how to get things to work I'd like to hear about it. One bloke has been sitting on a crate on the goods platform for a week and HASN'T MOVED.

Since the second and third running sessions lights have been installed on the platforms, a station building has appeared, as has a footbridge, the start of ballasting, and some fencing.

For the technically minded, there are 26 points, four crossings, 100m of track, in four roads, which rise and fall along the rear of the layout at 1 in 48.

At the moment, all points are operated by a size five point motor or, as it is often referred to, digital control! There is a lot of wiring to be done over a long time, and isolating blocks also to be fitted, but at the moment, using Peco Insulfrog points wiring can, and is, basic and simple.

Transformer/controller No.1 is a Hornby, nearly new in a pawn shop for $10, and controls the goods sidings and later the second outlet, the loco depot. No.2 T/c is a Toy Traders one I bought new in 1976. This one controls road one and the loop and the second outlet, via an H&M CU1, road three. T/c No.3 is an H&M Clipper I picked up at auction for $3.50. The grub screw locking the control knob had come loose, and the outlet wires were attached to the screws securing the works to the case! Position the knob, tighten the grub screw, remove the wires from the case screws, fit wires to the proper outlets and whacko! Many an hour's work it's done running two or sometimes three trains.

This T/c runs road two, and another H&M CU1 has road four.

Everything is wired so that trains move in the direction the knob is turned, or the direction switch is facing.

Most layout descriptions include a loco and rollingstock roster. I have about 20 locos of various makes and classes. And I'm not game to tally up the rollingstock, but again, they are from the various popular makers, bought to build up a particular rake of coaches or wagons.

As mentioned, I can run two eight car passengers, always behind a 4-6-0 or similar tendered loco, goods are in the charge of a 4-6-0 tendered loco and empties perhaps a tendered 0-6-0. Work trains are behind an 0-6-0T or 2-6-2T or similar, while the 'Hunt Club Special' will have anything that is spare. The Special is of seven horse boxes, one coach, and a brake van each end.

A couple of 0-4-0Ts are usually seen in the goods sidings for shunting duties.

I have found for exhibition running, one cannot be over-supplied with locos, as at the first hint of trouble, just change the loco and keep running. ■

EDITOR'S NOTE

The article 'Collins Patent Modules' was included in the December 1988 issue of the Australian MODEL RAILWAY Magazine.

MODELLING the COAL STAGE at MERRIWA

Continued from page 44.

The 4" x 4" uprights are bolted to the piers and should be glued in place first. Start with the front and back three. You will need to cut or file a small recess in the floor planks to allow the uprights to sit vertically and flush with the piers and the outside face of the longitudinal beams.

Once the recesses are cut, glue the 4" x 4" uprights in place and before the glue is dry also glue the three planks in place to form the sides. Ensure that the top of the uprights are flush with the top of the planks. Next, add the end uprights and planks. The end planks fit inside of the front and rear planks.

The basic platform is now complete. Add nut-bolt and washer castings, heaps of coal and any further weathering you desire and the model is ready to be placed on the layout.

Locating the Model

Railway drawings indicate that the platform should be positioned so that the distance from the centre of the track to the outside face of the bolts (these being that part of the platform closest to the track) should be 4'1¼". However, some model locomotives will foul the platform if this measurement is adhered to. I suggest locating the platform about 5'6" from the track centre.

The platform should also be positioned so that the top of the platform deck is 3'9" above the top of the rails. ■

A SHORT HISTORY OF TWO AUSTRALIAN MODEL RAILWAY MAGAZINES

Warren Williams details the history of two short lived magazines that catered for the Australian model railway hobby.

The **AUSTRALASIAN MODEL RAILWAYS** *(July, August 1956)* and **AUSTRALASIAN MODEL RAILWAYS** *(February, March, April, May/June 1957)* are the names of the forerunners to our world class model railway magazine, which has just completed its 25th anniversary.

Reading the editorial of the Australasian Model Railway's inaugural issue of July 1956, the Editor, Keith Anderson, writes "We claim, and I think rightly so, that this is the first magazine ever published in this country solely devoted to Model Railways."

The only other local magazine with some model railway content prior to this was Hobbies Illustrated; this magazine also catered for many other interests. The main model railway contributor was the late Robert Harvey with his 'O' gauge construction articles.

The first issue of The Australasian Model Railways was twenty pages including front and back covers and the size was 210mm x 140mm. Contents as listed were:

2 Editorial
3 P.& N. Drill Advertisement
4 Burlington-Midlands Railway
7 Rolling Stock on the Quick
8 Lever Frame
10 G.M. Diesel
12 News of the Clubs
13 Coming Events; Coming Next Month; 'O' Gauge House Advt.
14 Remote Control Reversing
16 Displays Visited; J. & A.M. Peacock Advt
17 Tapping and Clearance Drills; M. & R. Miller Advt; Austral Modelcraft Advt
18 My Trials with Oiled Track; Austral Railway Models Advt
19 Pioneer Scale Models Advt; Let Them Know

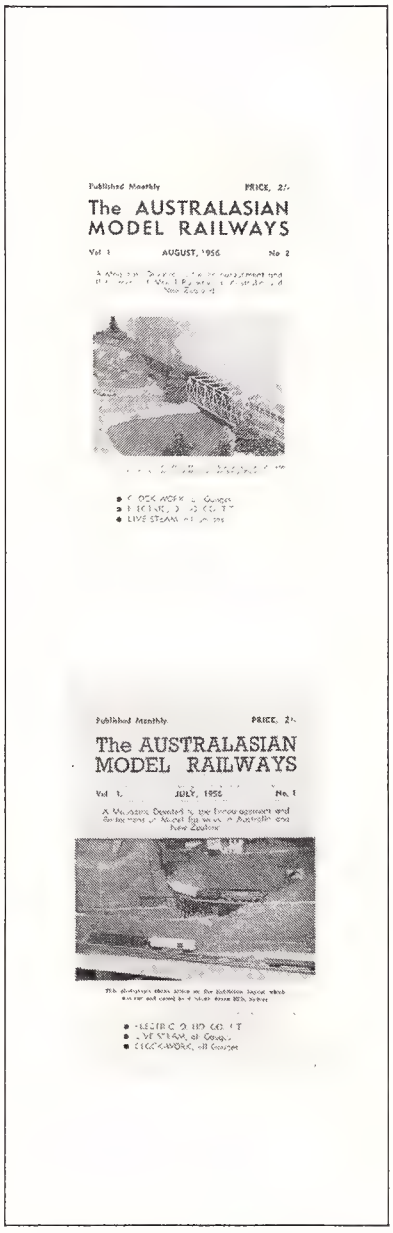
It is interesting to note that advertisers were also mentioned in the contents column.

Priced at two shillings (20c), the magazine also contained some photographs to "whet the appetite, so to speak". The photograph on page 9 was of a scratchbuilt NSWGR C36 under construction by S. Stowe of Seven Hills, Sydney. Has it survived into the eighties? Perhaps one of our readers may know.

The lead story was on the Burlington-Midland Railway of Mr B. Rowling with a photograph of a diesel locomotive at speed on the outdoor section of the layout. A plan of the layout was also included.

The rollingstock article was a conversion job on a Triang bogie tanker. A further construction article was on building a lever frame using brass shim and brass bullhead rail; drawings were supplied.

The centrefold (calm down unless you are a GM fan) was of the then new NSWGR 42 class locomotive. News of the Clubs was written around the Tasmanian Model Railway Club with a rundown on their layouts (both 'OO' and 'O' gauge).


Published Monthly PRICE, 2/-
The AUSTRALASIAN MODEL RAILWAYS
Vol 1 AUGUST, 1956 No 2
Published Monthly PRICE, 2/-
The AUSTRALASIAN MODEL RAILWAYS
Vol 1 JULY, 1956 No 1

'Remote Control Reversing' was contributed by B. Rowling. This was written for those using AC for traction current and details/drawings were supplied. A Ferris sequence reversing relay was required; older readers may remember Ferris Radios who also manufactured Ferris Trains at one time.

The final article, 'My Trials with Oiled Track', followed the trials of the author using light machine oil and finished with a request for feedback from others who had tried it.

Issue No.2 for August 1956, followed the same size and format. Contents were as follows:

2 Editorial; Miller's Toy Shop; ARM Hobby Shop
3 Burlington-Midlands Railway
5 'O' Gauge House
6 'S' Truck in 'HO'
9 Letters to the Editor; Model Dockyard Pty Ltd
11 No. Plates; Take a Hint; J. & A.M. Peacock Advt
12 Trade Review; About the Layout
13 The Layout
14 Exhibition Layout
15 'OO' Gauge Layout; B. Munro Advt
16 View of Michael Layout
17 News of Clubs; Fleet Advt
18 Austral Modelcraft
19 Lindsay's Advt

Photographs were again used on the cover and to illustrate articles therein; also a photograph of a VR C class 2-8-0 locomotive and a further one on the NMRA exhibition layout with various models by Jim Blayney, Russ Siddall and Geoff Grant (some familiar names there).

A corner of page 16 was filled with this interesting piece — 'Cups by the Million'. Every year the British Railways serve fifty million cups of tea and every year five million cups and saucers are broken.

The lead story was the conclusion to the previous article on Brian Rowling's Burlington-Midland Railway. This was quite descriptive and illustrated with a photograph of an 0-4-0 Dockside locomotive.

The construction article for the NSWGR 'S' truck was also illustrated with a sketch of door and hinges, photograph and plan. The layout plan was basically an oval with two branches off it. A brief description accompanied it.

From the Sales, Wants and Exchange column, costing 4 pence (3c) per word, minimum 12 words, box number one shilling (10c) extra:

- Graham Farish King Class engine and tender 30 shillings ($3).
- Robilt 'O' Gauge (Australian made) electric train set and accessories.

The magazine ceased with the August issue. It was printed in Temora, NSW, for the publishers J.M. & K.M. Anderson, also of Temora.

Following on came 'Australasian Model Railways' in February 1957, labelled Vol.1 No.1 (New Series) still priced at two shillings (20c). This new venture was edited and published by B.D. Rowling and reproduced by Stott and Underwood Ltd, Sydney. Contents were

spread over twelve pages of larger format 170mm x 240mm including both covers. Contents were as follows:

2 Let Them Know
3 'TT' Gauge Topics
5 'O' Gauge Freelance Bogie Open Wagon
6 Boiler House for all Small Gauges
8 3'6" Gauge Modelling using 'HO' Components
10 Locomotives of the Queensland Society of Model and Experimental Engineers
12 For Sale

The front cover featured a photograph of a train on Dr Suggit's outdoor layout in Queensland. The scale used was 3/16" running on 16.5mm track to represent the Queensland Railway's 3'6" gauge; reference to the contents will reveal that there was an article on this scale ratio on page 8.

The article on 'TT' gauge was illustrated with a photograph of a scene on the layout of P. Ellis in Victoria, the locomotive being a Kemtron Dockside tank loco.

Advertisers were ARM Hobby Centre of North Balgowlah, NSW; Model Dockyard of Melbourne, Victoria; Austral Modelcraft of Tarragindi, Queensland; and Fleet Products of Arncliffe, NSW.

Vol.1 No.2 of 'Australasian Model Railways' contained the following:

2 Let Them Know
3 Model Railway Convention at Waitara
5 Trade Review
6 Signalling
8 Photo Section
9 Conversion Article. A 'HO' Hopper
10 Club News. Brisbane Model Railway Club
12 Queensland Society of Model Engineers

Cover photograph was of Frank Slovnik's layout with a Belle of The Eighties 4-4-0 crossing a bridge with ancillary equipment in the foreground.

The photographs used inside were:

1. The late Ivan Ive's scratchbuilt 'O' gauge 2-6-6-4 Norfolk and Western Mallet locomotive in 7mm scale.
2. The MREAA* portable layout shown at the World's Fair at the Sydney Showground and later at the Waitara Convention.
3. Wheel under Review in the review section.
4. NMRA exhibition layout, Melbourne, January 1955.
5. A hopper wagon conversion for 16.5mm gauge from a Triang hopper.

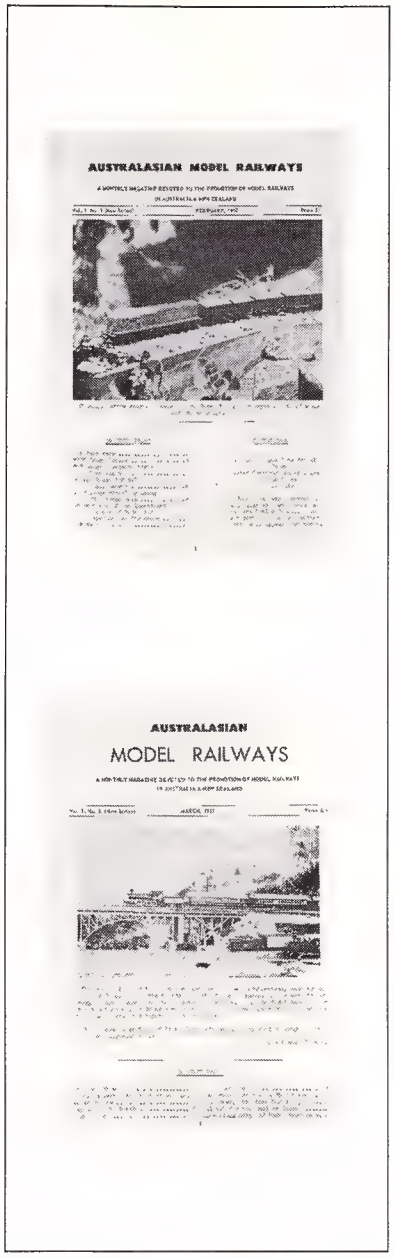
A layout plan for 'O' gauge to fit a 21' x 12' (6.4 x 3.6m) shed with mainline curves of 4' (1.2m) radius was also included.

Vol.1 No.3 was available in April 1957. Again it was in the same format with a photograph of the NSWGR display layout in 'O' gauge on the front cover. Contents were as follows:

2 Editorial
2 Let Them Know
2 Questions and Answers
3 Simple Method for Scale Time
3 Trade Review
4 Gondola for 'HO' Gauge
7 Photo Section
8 Point Motor with Contacts
9 VR's New Main Line Diesel-Electrics
11 Layout of the Month
12 Club Notes
12 For Sale

The editorial stated that letters were beginning to arrive with all offering ideas and suggestions etc. but not one of adverse criticism.

The construction article on page 4 was for the then relatively new 'G' wagon introduced to NSW. A well detailed plan was included. The 'Point Motor' article was written around ex-telephone relays and their advantages having



contacts already built in. They were available at the time for between 5 shillings (50c) and ten shillings ($1).

The Victorian Railway's new Mainline Diesel Electric locomotive was the 'B' class; a short article on its ability and technical details followed.

On the layout page the plan was for a Ferris (Australian made) tinplate layout. This was, in fact, the layout of Mr A. Pickersgill of Temora, NSW, and was housed in a 14'6" x 7'6" shed (4.4 x 2.3m).

The back cover featured an obituary to Fred 'Pop' Steward who had recently died on his 67th birthday. Pop, as he was affectionately known, was the founder of 'O' Gauge House at Ashfield. He was also the co-founder in 1906 of the Summer Hill Society of Model and Experimental Engineers. In the 'For Sale' advertisements was an 'O' gauge C38 Coal Fired Boiler from O.B. Bolton's for 28 pounds ($56.00).

Vol.1 No.4 for May/June 1957 was the last issue of Australasian Model Railways. The cover photograph was of a 3½" gauge Princess Marina belonging to Mr Ross Styles of the Sydney Live Steam Locomotive Society. Judging by the photograph, this was an extremely well detailed locomotive with steam turbine driven generator and according to the caption the owner was presently working on an air compressor for it. There were no contents listed but the format followed previous issues: Editorial, Let Them Know, Trade Review, etc.

The feature story was on the display by the Sydney Live Steam Locomotive Society at West Ryde, on the 16th March. A description of the track layout, grades construction etc. was given. The membership at that time was listed as 25 with some members having more than one locomotive. Illustrations for this article consisted of two photographs of 3½" gauge locomotives, one photograph of a 2½" gauge 'Duchess' locomotive and a close up of the motion work on the cover locomotive of Mr R. Styles. A short article on the similarities between the Triang English shunter and the Victorian Railways 'F' class was also illustrated with photographs of both model and prototype and also a plan. Mr D. Turnbull of West Kempsey had his scratchbuilt 4-4-0 American Oil Burner pictured with a brief description.

The Layout of the Month was the Wingrove Harbour Board's Railway belonging to J.D. McLean. A description of the layout complete with track plans for the three main areas, Wingrove, Koongarra Creek and Golborne Junction, were included. The final construction article was for a Coal Stage. A drawing in 3.5mm scale was provided and also a photograph to illustrate the completed article. The Stop Press advised that Austral Bronze were producing a new rail section suitable for 'O' gauge. A sketch accompanied this giving the various dimensions of the rail.

With this issue closed a chapter in the Model Railway History in Australia. The various clubs and associations still had various newsletters but the coverage of the hobby Australia-wide laid dormant until 1963 when Tim Moss and company put it all together with the Australasian Model Railroad Magazine. We have read of its trials and tribulations but it is now a fully fledged world-class magazine which we should all be proud of.

Looking back though, I think we should spare a thought for the Anderson brothers, John and Keith, and Brian Rowling for their early efforts to get a true Model Railway publication off the ground. The writer is unaware of the present activities of the Andersons. Brian Rowling is still active in the hobby and also in the video field, now producing videos (Railways, of course), under the Rowlingstock label.

In conclusion, it is interesting to note the advertisers who supported these early ventures:

- ARM, North Balgowlah, NSW
- 'O' Gauge House, Ashfield, NSW
- J. & A.M. Peacock, Rockdale, NSW
- Fleet, Arncliffe, NSW
- Lindsays, Croxton, Victoria
- Austral Model Railway Kits, Katoomba, NSW
- Millers Toy Shop, Wentworthville, NSW
- Model Dockyard, Melbourne, Victoria
- B. Munro, Cremorne, NSW
- Austral Modelcraft, Tarragindi, Queensland
- Patience and Nicholson, Melbourne, Victoria

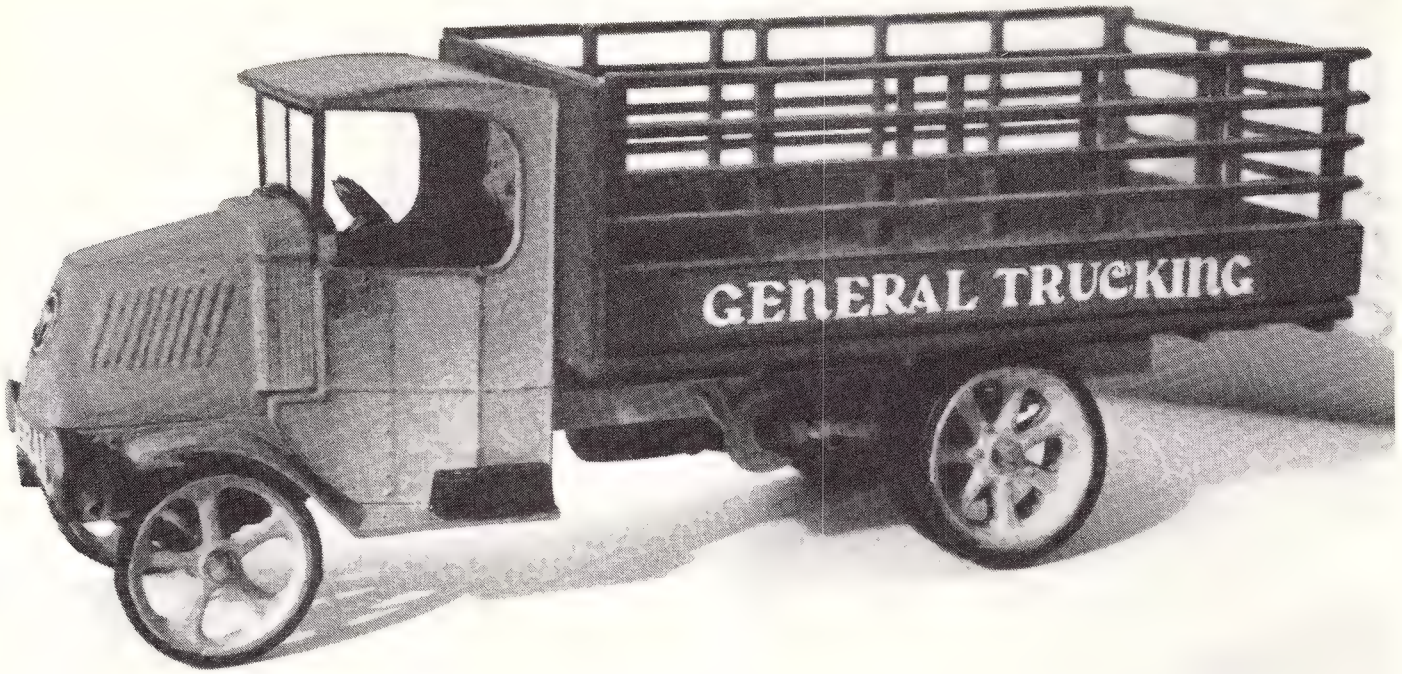
Austral Modelcraft of Tarragindi, Queensland, is the last of the Model Equipment suppliers trading. Patience and Nicholson is still in the Engineering Tool supply business.

Special thanks to Brian Rowling for access to past issues of the magazines and Felicity Williams for typing. ▪

EDITOR'S NOTE

Another magazine of significant historical note was MIXED GOODS. Edited by Gus Durham and Ted O'Halloran, this magazine made an excellent contribution to the model railway scene in Australia. Hopefully an article on MIXED GOODS will be prepared soon.

* The MREAA was the Model Railway Engineers Academy of Australasia, an offshoot of 'O' Gauge House at 5 Curt Street, Ashfield.



ROAD VEHICLES for MODEL RAILWAYS

Part 2

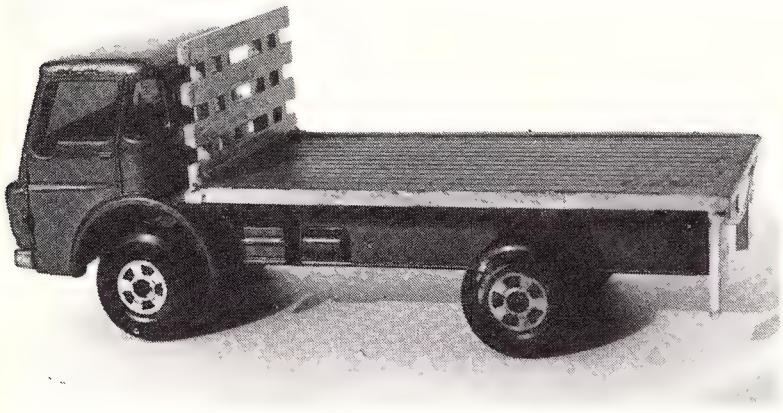
Max Chaseling continues his description of model cars that can be detailed for use on the layout.

If I was to name this column, I would be tempted to plagiarise with 'Vehicles to Brighten your Railway' but I guess the editor may have a flood of readers' mail and consequent doubts of our worth. Because road vehicles are a complementary transport function, they can enhance model railways but seldom are they effective 'straight out of the box'. Paint finish, if to scale, is rarely high-gloss but usually dull with dust, mud and often rusty. I find a colour print of vehicles in a car park on a dull day most useful as a painting guide. A scan of the scene will show mismatched and primer paint, foreign panels and missing hubcaps. Even used car lots have doubtfuls at the rear.

Names, logos, signs and numberplates are all necessary if realism is to be achieved. Whilst the latter may be difficult in N and Z scales, it is possible in HO using the patent numbers on the bottom of Letraset sheets. I am frequently amazed at the lettering detail applied to rail models in any scale running on a scene devoid of detail. I believe the detail is more critical on the static items of a model railway because they come under closer scrutiny when we are trying to create a scene. For proof, the John Allen technique to photograph our pride and joy will reveal all which our eyes will not acknowledge.

Scene creation or enhancement is also achieved by commercial vehicles fitted with realistic loads. Try to find a busy railway yard and again use the camera. It usually has a better memory. Note how the type of truck and load reflects the local activity. A dairy community brings in bag feed, seed and fertilizer. It sends out calves and pigs, whilst milk, fuel and egg containers travel both ways. An orchard area is similar with an inflow of cartons, irrigation equipment and fertilizer and an outflow of fruit in boxes and/or bulk containers.

The vehicles to transport this to and from the railhead vary from utilities and small trailers to covered tray trucks and specialist vans. A busy yard will often have a queue of empty tray trucks waiting for a load and another queue of loaded tray trucks and vans waiting for unloading into wagons. This was discussed some time ago (refer AMRM, No.106, Jan.81) but a mixed batch of tray trucks does liven up a railway yard and justifies an hostelry over the



Dodge tray truck — modified Matchbox cattle truck.

BP fuel truck — Kellogg's Corn Flakes kit.

Top: *Mack Bulldog stake truck — Jordan kit.*

road.

Traybody trucks are readily built from die-cast tippers, tankers, garbage and concrete trucks. Carefully remove the offensive body and replace with something scratched from styrene sheet, sheet metal, wood or whatever may be available and suited to your skills. Matchbox for many years have produced a cattle truck which is simply 'fixed' with a fine saw or knife. Refer to photographs and remember that maximum body width is 2.5 metres, that most have a loading board at the cab end and that they look better with dual rear wheels.

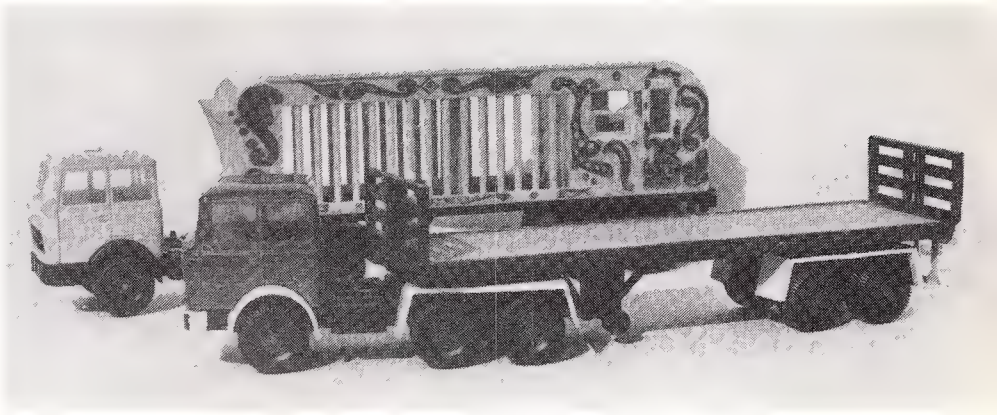
A Jordan HO kit for the old Mack Bulldog stake side truck can still be found. It makes into a splendid model for a period scene or, when fitted with modern pneumatic tyres and electric headlamps on the dumbirons or mudguards, well fits a more recent scene.

The current picture may be aided with some rework of the various Fiat trucks offered by Lima in blister packs. The prime movers respond well to a coat of paint with minor detail added to requirements. The semi-trailer may be simply reworked with saw, knife or whatever to produce a flatbed or a shorty container. A stroke of genius would be a flatbed semi having a dummy load nicely tarped and roped. Green canvas tarpaulins with the traditional Aberdeen markings would be the frosting on the cake.

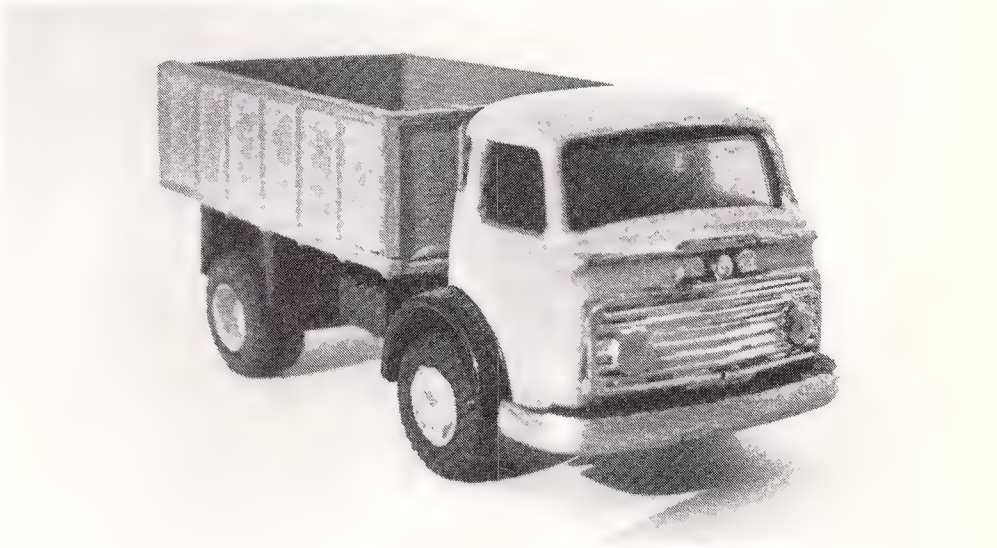
Whilst most of this discussion is centred around HO scale, it is nevertheless applicable to O, N and others. Some years ago, Kellogg's included in packs of their splendid breakfast cereals, snap kits of motor vehicles. Three items of interest for the local scene in N scale are an International semi-trailer, a tourist bus and a fuel truck. Careful assembly and painting could produce delightful and accurate models. It would be great if they could be persuaded to have a re-run. I believe some of the series were seen in supermarkets recently at about three for $2.00.

In summary, I guess what I have said is all about perception. One needs to have information on the prototype and to be able to fit the possibility to the requirement and achieve some level of authenticity. Of two things I am sure: that we first have to attempt it and that our second attempt will be an improvement. I still have my first venture into the unknown and I reserve the right to be proud of my ugly duckling, even though it draws little favourable comment.

One warning must be sounded — I don't know if I now build trucks for my railway or railways for my trucks. ▪



Fiat semi-trailer — Lima model before and after.



The 'Ugly Duckling' Commer (apologies to Matchbox).

British Rail Railbus Upgrade

Peter Kelly and Ian Bird

Having decided to make a new railmotor set, I decided to combine the powered chassis of a Lima Dutch loco and four Airfix unpowered railbuses.

Construction:

1. Fit bogies and couplers to two railbuses. I used Roundhouse bogies and knuckle couplers with one Lima coupler to couple the trailer cars to the power unit.
2. If the roofs come off, fit seats to taste, or use what you have in your spare parts box.
3. Cut the two remaining railbuses to fit the power chassis. The completed body should be a firm fit on the chassis. The roofs were cut near the centres to ensure that the ends were a correct fit.
4. Blank in the windows at the motor end to hide the motor. This becomes the motor and baggage section.
5. Mask the side windows and spray the bodies including the end windows CHROME. (It looks better than silver.)
6. Add number decals and varnish them to prevent lifting. Power car — 550, trailers — 660-880.

7. Run on club layout.

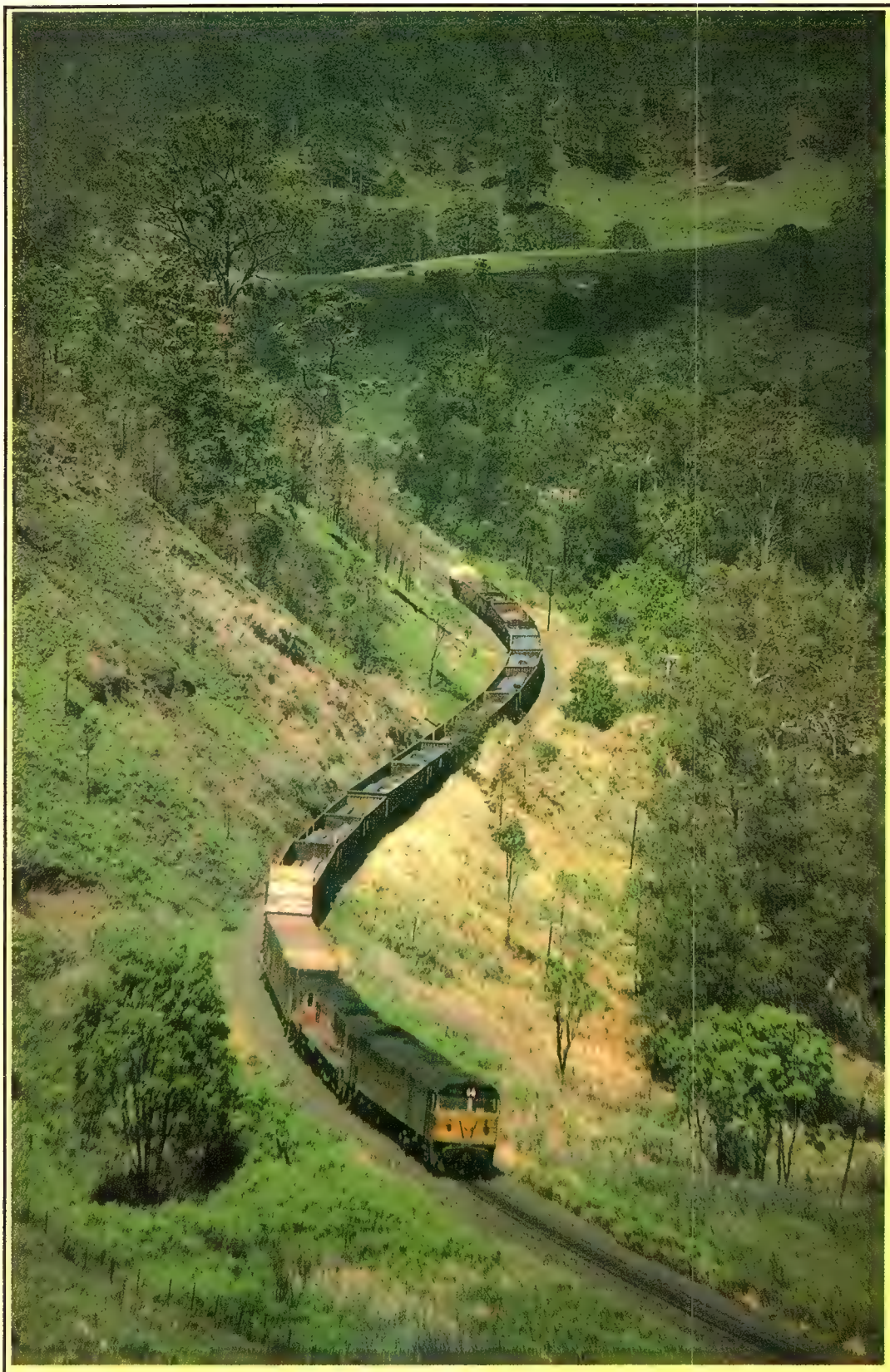
Background Details

The old time carriage on the Kibri low loader is the Matchbox one and is pulled by a vintage Commer.

The TNT car transporter is a Revell kit repainted.

The hall is 1930 vintage as is the shop, hand-made.

The brick shed is cardboard and trees are Tyco and Britains. ▪



RAILFANNING on the FAR NORTH COAST

John Kramer describes a day photographing in the NSW North.

Mid-October nights on the New South Wales North Coast are generally quite mild, so it was not too difficult for this deponent to extract himself from bed at 3.30 a.m. one Saturday morning in 1986. The reason was to embark on a session of railway photography in the highly scenic section of track between Kyogle and the Queensland border.

Travelling across country in the dark, my first contact with the North Coast line was at Kungala — nothing, all signals red! However, at Braunstone No.327 freight had taken to the loop to wait for the passing of the Down Brisbane Limited Express.

After collecting a similarly-afflicted person (i.e. railway enthusiast) from Coutt's Crossing, I headed north through Grafton, just ahead of the Northbound Brisbane Limited. We noted the XPT Set which is domiciled overnight at Grafton City. Sunrise here preceded a rapid traversal of the uninteresting 100km section of road to Casino — uninteresting because of the monotonous scrubby bush, comparative lack of human habitation and almost constant separation from those twin ribbons of steel — the umbilical cord of the railfan.

At Kyogle we linked up as arranged with a fellow enthusiast from Lismore who had already determined the order of the morning trains with the help of SRA staff at Kyogle Station. By now the early morning clouds had completely disappeared so conditions for photography were ideal. The only problem was the choice of photo locations — the area between Kyogle and the border abounds with a host of scenic locations suitable for most times of the day and for trains running in either direction. But for its distance from Sydney, this area would surely be one of the favourite haunts of railway photographers in NSW.

Our first photo stop was held at a location known as Treberth, midway between Mount Lion and Loadstone. Here two candy coloured locos (48 leading a 45) were recorded leading No.116 Freight down the 1 in 66 grade. There was no time to stop and admire the countryside here as we had to move on and get into position for the passing of the northbound Brisbane Limited Express which was probably to cross No.116 Freight at The Risk.

The chosen spot was on a hillside east of the line and looking southwards down the narrow valley and onto Grady's Creek Bridge No.4. The Brisbane Limited with 8017 and 8030 in the lead appeared about half an hour late, leading two Motorail wagons, some stainless steel sleeping cars and a long row of candy coloured carriages. It had been no hardship at all sitting in the midst of such beautiful scenery waiting for the 'Limited' to appear.

Climbing down from our vantage spot, we strolled back under the railway bridge, through Farmer Brown's gate, which naturally was left as we found it, crossed Grady's Creek by a number of stepping stones (only one of three getting wet feet) and rejoined our cars, proceeding on to Cougal. Here we waited on the top of the cutting at the southern end of Grady's Creek No.5 Bridge for No.322 Goods. Burning off had taken place a month or so earlier around here so progress on foot was unimpeded by any great fear of snakes or ticks — these and other 'creepie crawlies' can repre-

sent a real threat to those who venture into such country during the warmer months.

Candy coloured 4461 (No.2 end leading) duly arrived on No.322 Goods. With photos taken, we had an hour to fill before the next train — a down freight. This was such a beautiful spot we decided not to leave the vicinity. From here the line towards the south describes a long right hand curve before straightening and following the irregular course of Grady's Creek as it meanders through the narrow valley. Above this right hand curve the edge of the valley forms a natural amphitheatre, from the centre of which clear views can be gained for one or two kilometres in each direction. Thus we made our way to this area, climbing nearly to the top of the hill in the process.

The hour passed quickly and then cameras were readied for the passage of No.327 Goods. This was hauled up the 1 in 66 (compensated) grade by 44232 and 4506. It must have crossed No.342 Goods at Border Loop as this train appeared about 15 minutes later headed by candy-coloured 48141 and 8029.

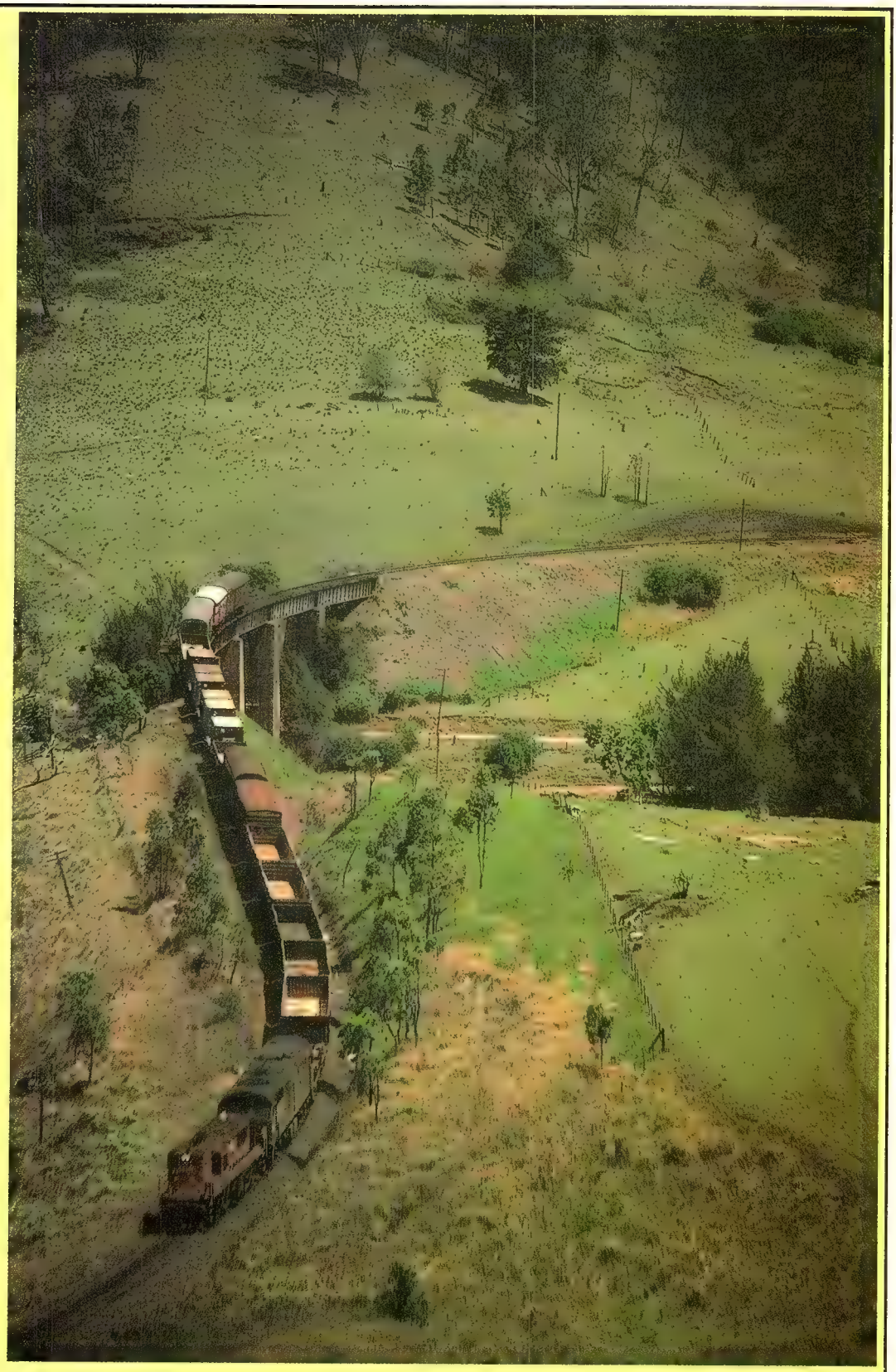
As no trains were supposed to be running for 2½ hours, we drove up to the Lions Lookout above the Cougal Spiral. A magnificent view in which the Spiral is the prime feature can be seen from here. We drove back down to a delightful picnic spot on the bank of Grady's Creek — near, but out of sight of, No.5 Bridge. A BBQ lunch in this shady spot was a delightful interlude in the day's activities. An unexpected up Freight drifted down the hill behind a 48 plus 45 combination, reminding us that our information was not infallible. Half an hour later the raucous putt-putting of a fettler's trolley could be heard as its driver slowly made his way up towards Border Loop.

By now the skies were starting to cloud over so we decided to seek better conditions down towards Kyogle. We should have had time to reach a good location just south of Wiangaree where a down freight was due about 2.15 p.m. However, it was early and the best we could manage was a couple of rushed shots at Wiangaree itself. Proceeding to Kyogle we inspected three rather dilapidated bogie vans in a siding south of the station. They belonged to the Signals and Communications Branch, South Grafton, and were used to store wire and other materials. They were L84 (TRC 31304, Metropolitan Cammel 1951, 2BP bogies, steel frame and body); L539 (TRC 41265, Commonwealth Engineering, 2BR bogies, steel frame and body); L213 (MBC 25097, Waddingtons Ltd 1944-46, 2AE bogies, wooden body and steel frame).

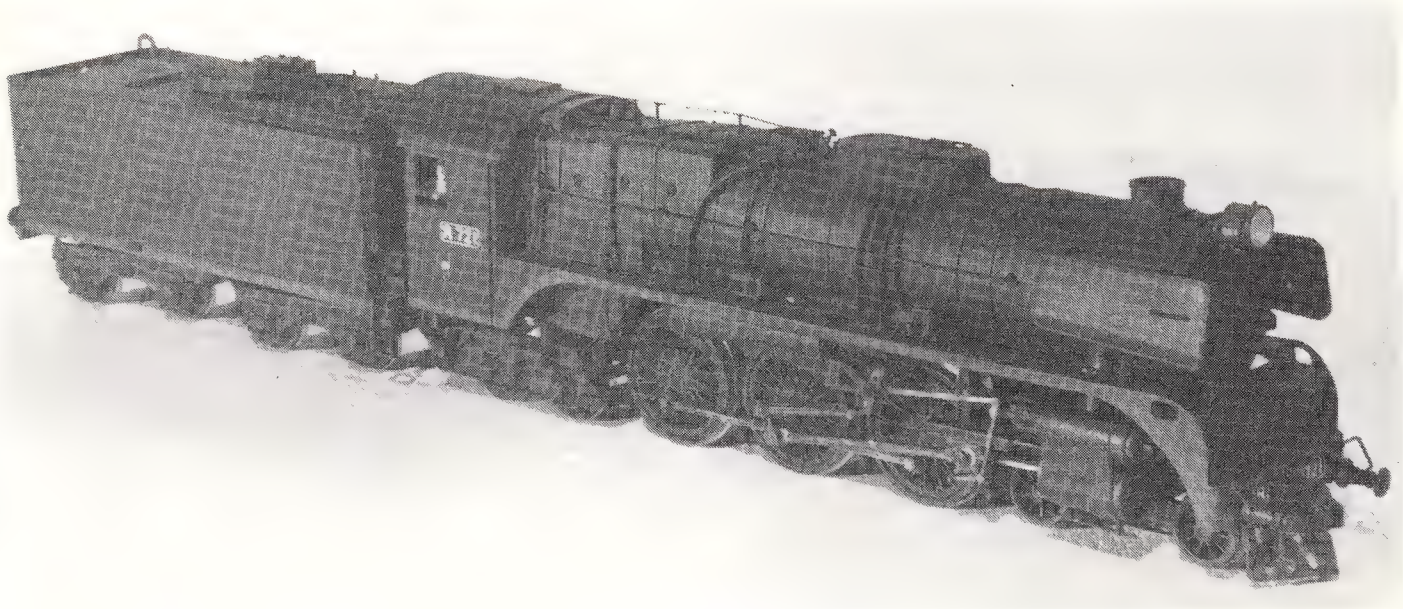
Travelling south from Kyogle we suddenly spotted what turned out to be No.267 Freight heading towards us. Having rapidly retraced our steps, we found a suitable location just north of Kyogle where we recorded 8033 + 48101 on this (bonus) down Freight. It was now 3.00 p.m. and the skies were not promising so we decided to call it a day — eight trains (seven of them double-headed) in an 8½ hour period was an excellent tally, we felt, for this far-flung part of the SRA network.

To extract even further value from the trip, we called into Casino Loco Depot which had recently been officially closed. Here were two candy-coloured 48 class locos, 48141 and 48107. A loco crew was on duty but apparently had no work to perform at the time. I sought out the Accident Train as this is rumoured to be due to move to Grafton with the closing of Casino Depot. 1056 (LC 1133) was readily located. It is a diesel-powered accident crane, built as a steam crane by Ransomes and Rapier of Ipswich, England, in 1914, and converted to diesel operation during the 1970s. It retains its original builder's plates. 1056 has a maximum capacity of 35 tonnes. Attached to it was bogie match truck L528 (built by Tulloch's).

Continued on page 88.



The photographs accompanying this article feature train 6342 freight (above) and Brisbane bound 6327 freight at Cougal (left). 342 is headed by a candy 48141 and a well weathered 8029 while 44232 and 4506 head 327. Photographed by John Kramer on October 18, 1986.



SO YOU BOUGHT YOURSELF AN R CLASS?
A CAUTIONARY TALE OF NEWPORT AND PHOENIX

by Graeme Brown

In mid-1983 a young modelling friend of the actors in this drama gave up railway modelling for the finer things in life and, among other things, presented them with two mint second run R Class models from the Model Dockyard. This is the story of what became of these models. Any gentle natured readers who are offended by scenes of brass models being carved up are recommended to change to another article as some of the scenes may shock or offend.

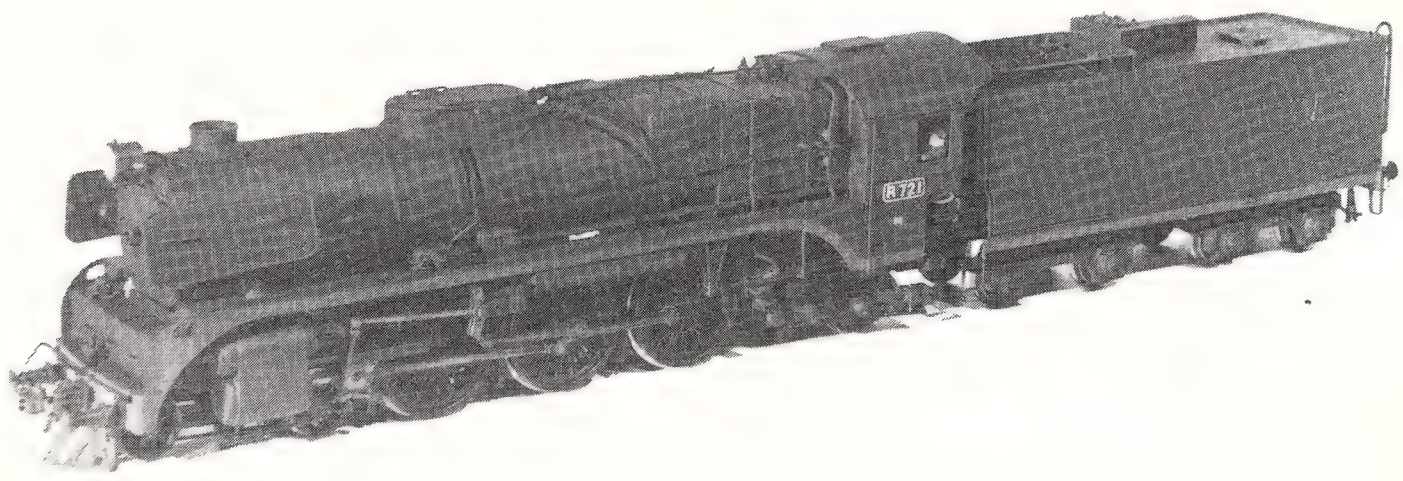
Prologue

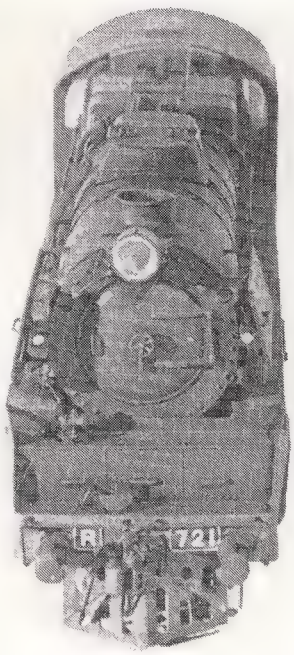
Back to serious matters. When the Dockyard first introduced these models we had inspected them and decided against purchasing any. Newport already had two first run models and was of the opinion that the new models weren't enough different to the old ones to justify spending that much money. When you are given a model, however, you stop worrying about the price and start thinking about what you can do with it. Newport decided he could always find a place for another R class and proceeded to rebuild one model to as close to Korean standards of detail as he could. Phoenix was more adventurous and crossed the other model with a Broad Gauge Model (BGM) X Class Mikado and sundry other parts, to finish up with a model of an X Class version which was proposed but never built, and a model of the medium Pacific which evolved into the R Class Hudson. (You were warned this article was not for the faint-hearted.)

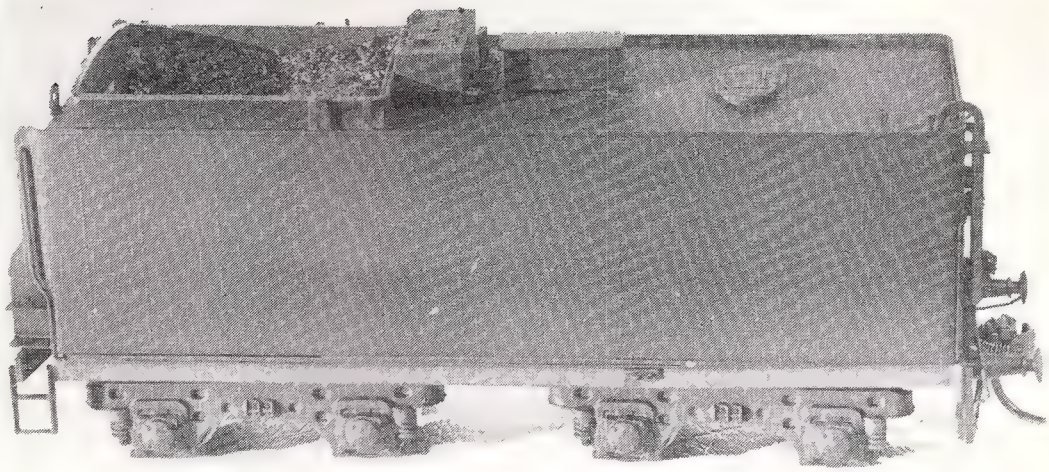
This article is a description of Newport's efforts and will be divided into two parts; the first covering the things that should be modified to improve the model's appearance; and the second, the parts that were replaced by Korean detail bits. Please note that many of the replacement parts used in this exercise were obtained some time ago from Broad Gauge Models and are no longer available.

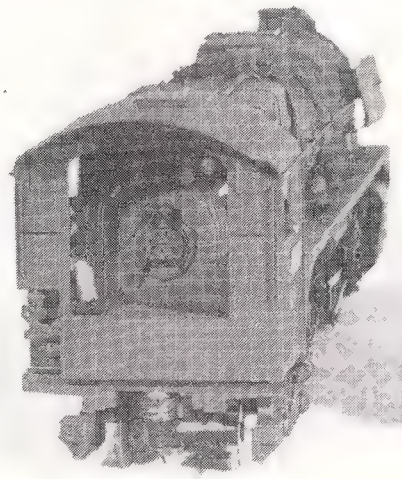
If you have a factory painted model, then resign yourself to repainting the model, or forget the whole idea, as the work involved will badly damage the paintwork.

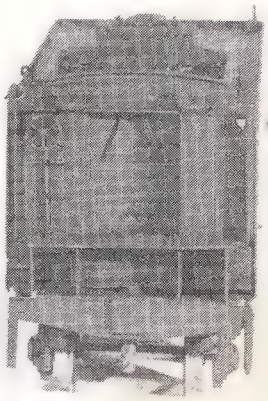
A drawing is attached to this article to help with detailing the straight R Class model. The history of the R Class is fully covered in the book 'Hudson Power' by Carlisle and Abbott











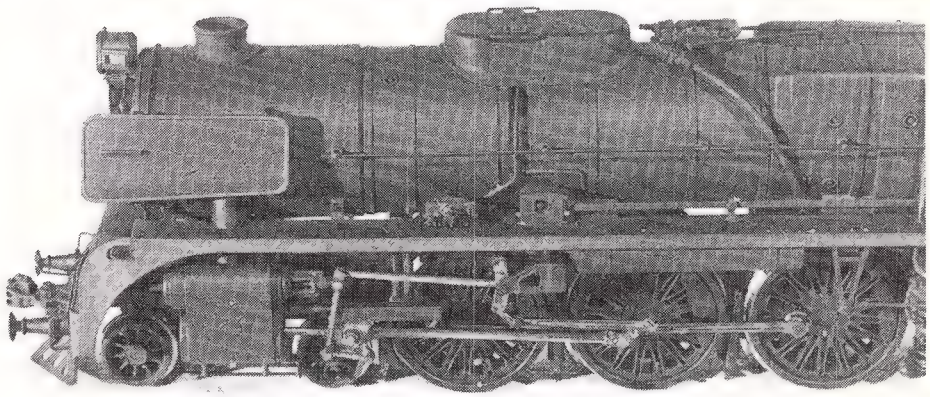
which should be on every Victorian Railway modeller's bookshelf. (It isn't? Shame on you, unless you are only interested in diesels. In which case, why are you reading this?) The book contains a photo of every member of the class, which is useful for tracking the variations in the class.

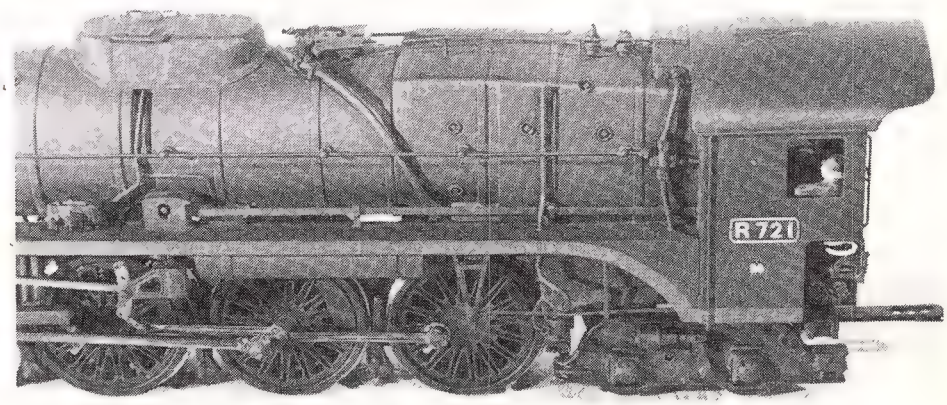
We will now proceed with the gory details.

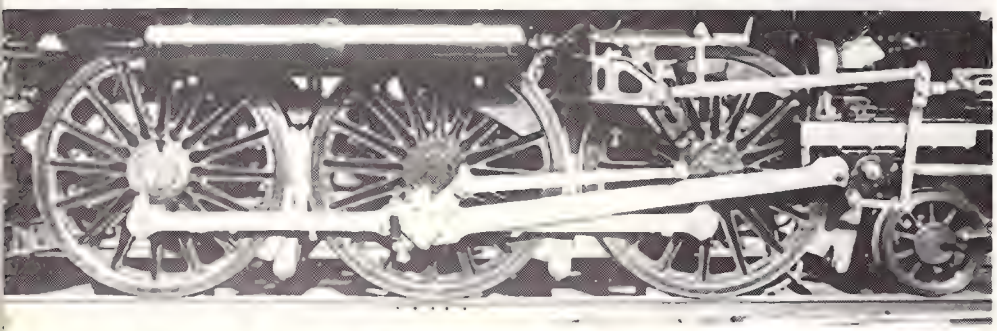
Chapter 1: The Carve-Up!

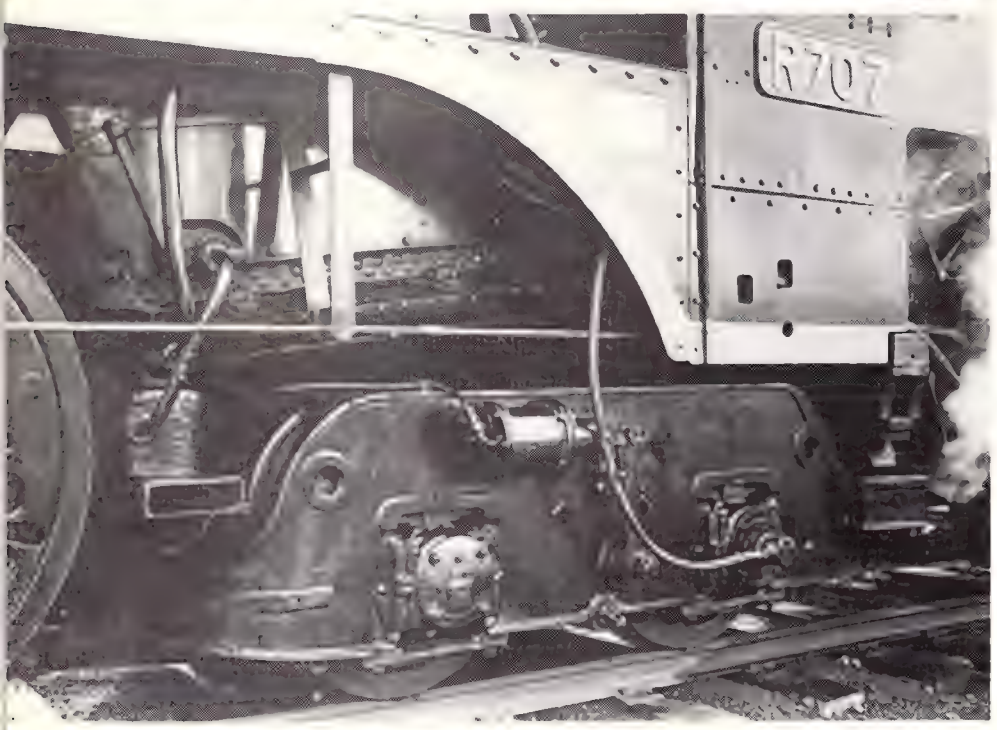
Commence work by dismantling the model completely and stripping the varnish off with lacquer thinners or MEK. The modifications will involve soldering and if the varnish is not removed it will char from the heat of the soldering iron and be impossible to remove for painting, as well as making soldering well nigh impossible. If you intend to modify a painted model, strip the paint with your favourite paint stripper.

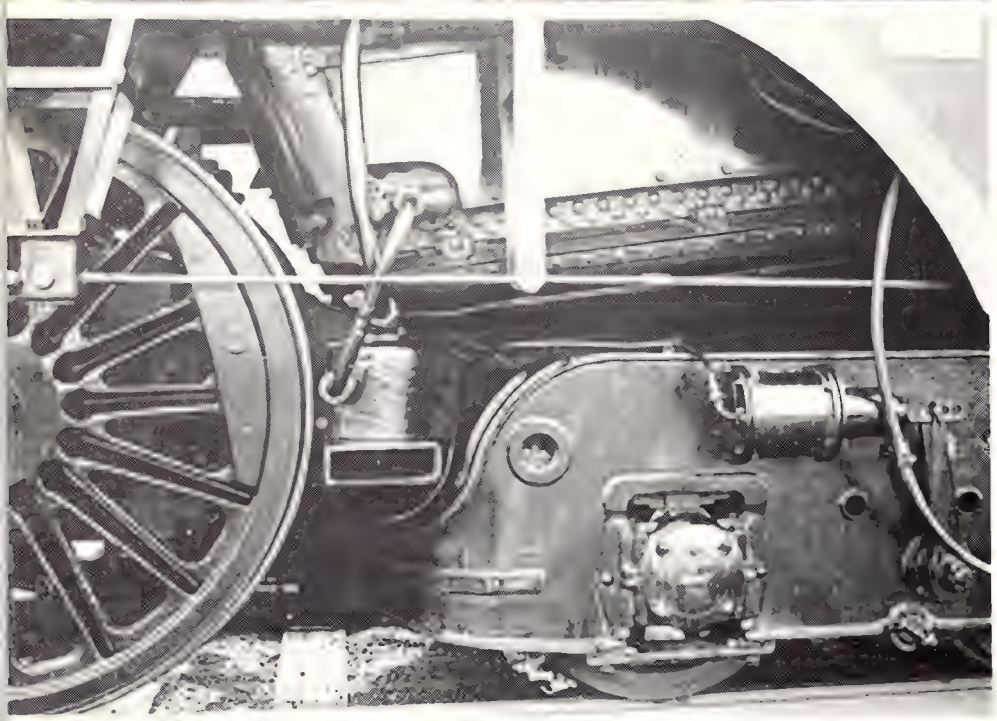
The tender modifications are first. The tender side sills are much too deep and will have to be modified by filing or, for those lucky enough to own a small mill, by machining. The sill should end up 2.5mm deep, measured from











Left: *Valve gear and side rods of R707.*

Unless otherwise mentioned, photographs by Bob Gallagher.

Right: *R707 and K184 were on a railfan tour to Yea when R707 was left behind at Tallarook and proceeded to Seymour for turning before the homeward journey. K184 continued on with the tour train to Yea. The well-looked-after R707 is quite a contrast with the surrounds of the once busy loco depot. Photo by Phil Jeffery.*

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the underside of the tender floor, and parallel. Take things slowly and carefully or you will break the solder joint and probably destroy the side sill in the process. This is the only modification required to the tender underframe so it can be painted, fitted with a coupler and set aside. The bogies may require adjustment to make the tender sit level and keep all the wheels on the rails, as the bogies are not equalised and can be deformed by heavy handling.

The tender top is not recessed far enough, so it will have to be unsoldered and refitted so it is recessed 1.5mm at the back and 1mm at the front. That's right, the top should slope towards the back so that any water will drain away through the drain holes behind the water hatch. The tender front will need a little filing to allow the top to be lowered. The solder used on brass locos is rather soft and the solder joints of the tender top are easier to cut with a thin knife blade than to unsolder. Be careful, the tender sides are soft and easily bent. The tender ladder is too tall and needs to be shortened by about 2mm. Compare the model with the drawing and photographs.

While the top is off, remove the blanking plate in the bunker and fold up a proper bunker from thin brass. A tender looks much better if it's part empty, unless you model a major terminus or your firemen are on strike. When replacing the tender top, tack solder it in several places and recheck the position. If you attempt to solder it in one go the whole assembly will distort and you will have to start again. The heat will also cause other parts to fall off, in all probability. All traces of the old solder should be cleaned off or you will never get a good joint. Resin cored solder as used in electronic work can be used quite successfully if everything is kept clean. Also you don't have to worry about removing all traces of flux, as you would if you listen to conventional wisdom and use Bakers Fluid as the flux.

The tender body is now ready to be painted and have coal added to the bunker. Use crushed real coal if you can get some and fix it in place with diluted Aquadhere, as you would when ballasting track. Another nice touch is to bend up a set of fire-irons out of fine wire and fix them to the fire-iron brackets. The tender can be reassembled and placed to one side.

The loco body is next on the list and is comparatively easy. The only part missing is the staff exchanger, which will have to be manufactured from wire and several small pieces of brass and soldered into place. The shape of

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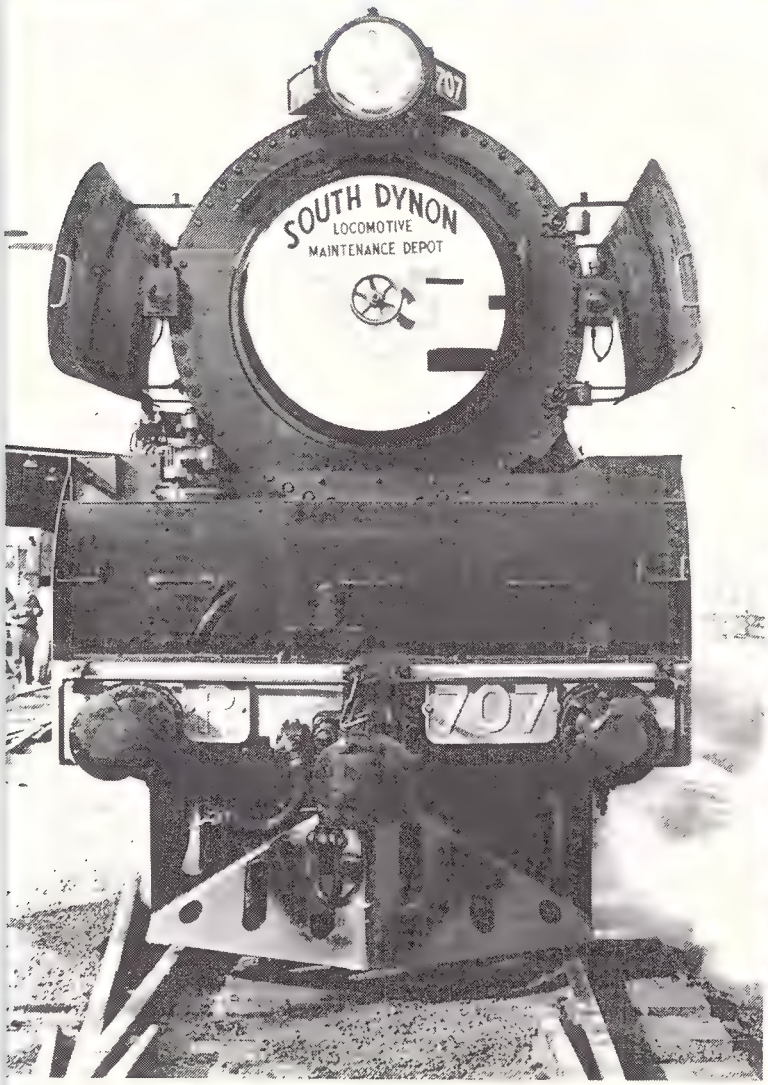
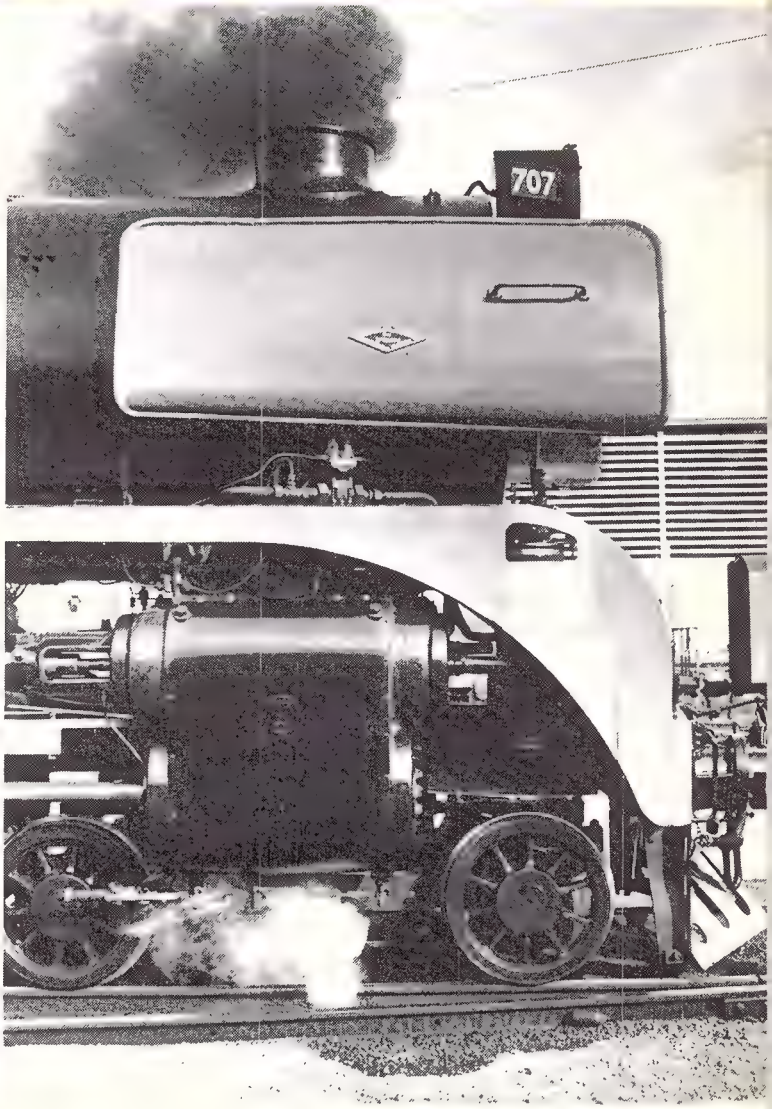
Left: *These two photographs of R707's trailing truck indicate the location of the blowdown muffler slightly below the ash pan and the use of the modern speed indicator fitting on the rear axle.*

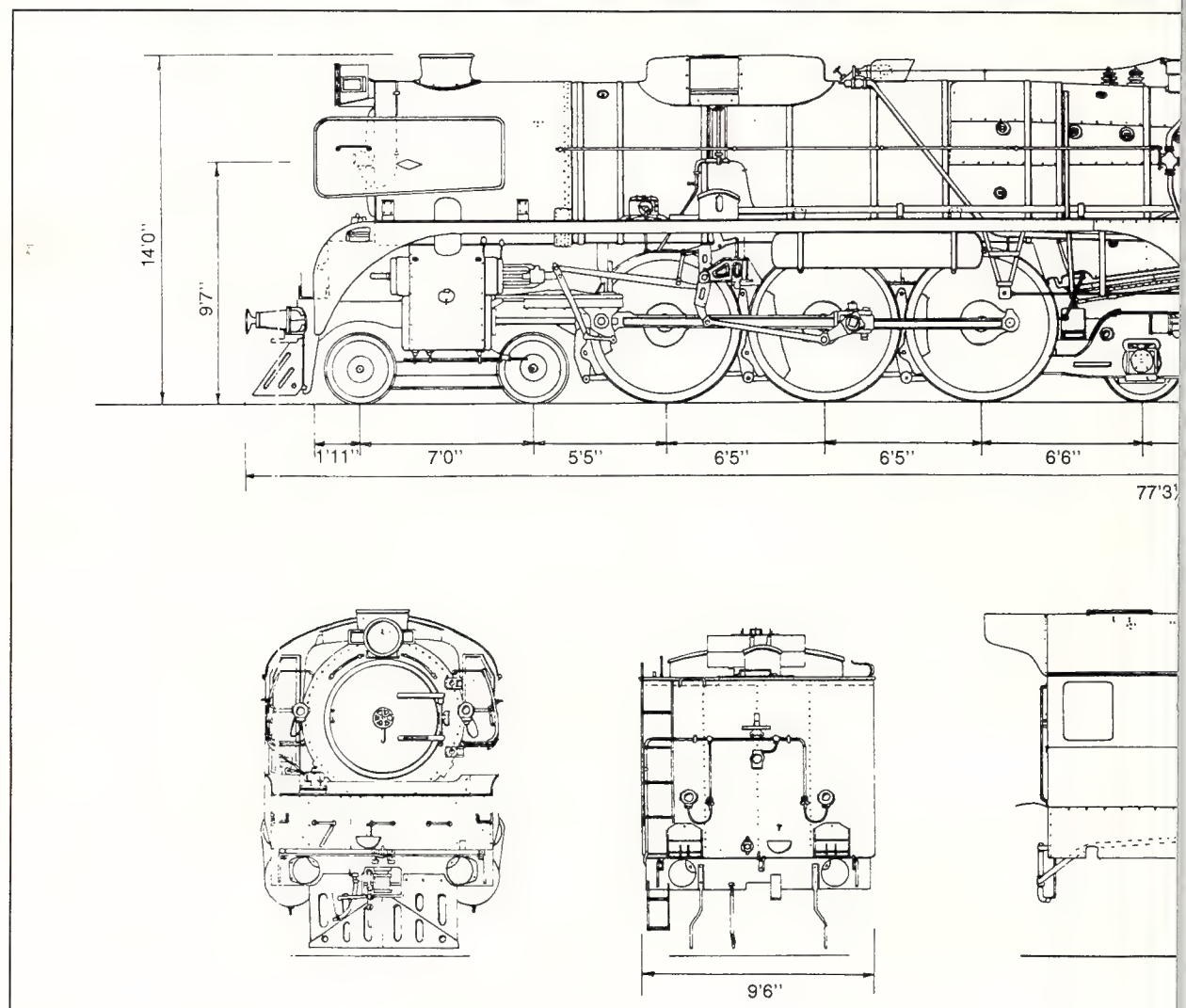
Right: *Front end of 707 at the 1987 Dynon Locomotive Depot Open Day. Highlighted here is the cow catcher and coupler along with the Newport marker lamps and the location of the air pump.*

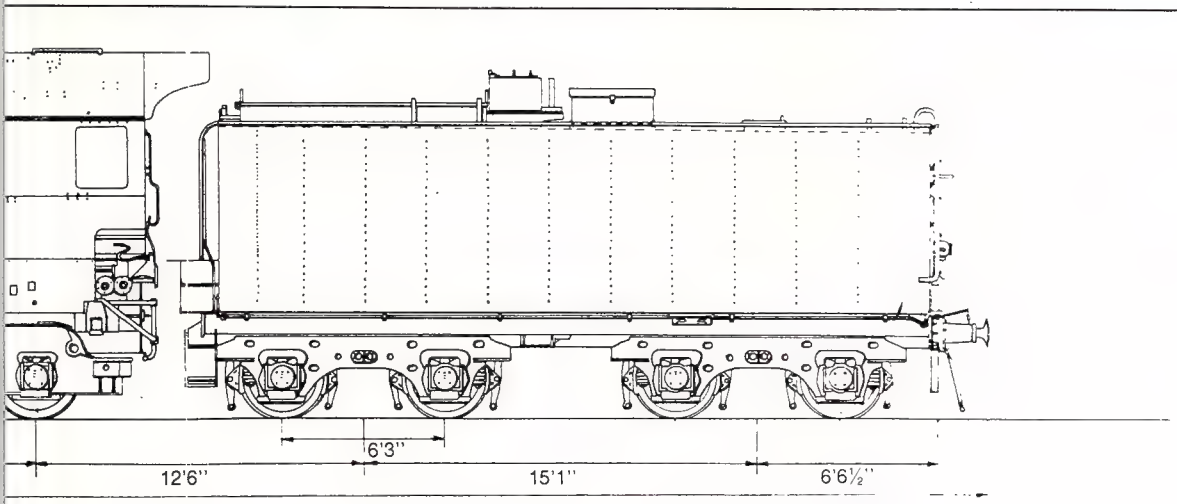
Far Right: *The front section of R707. A modification to be applied to the model is the top valve guide.*

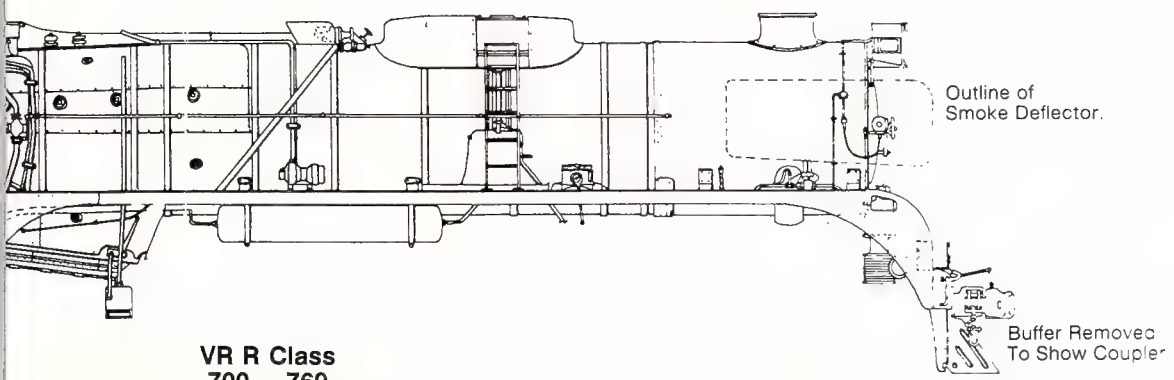

707
SOUTH DYNON
LOCOMOTIVE
MAINTENANCE DEPOT
707


707

Tender of R707 at 1987 Dynon Locomotive Depot Open Day. Note how the top flat section is recessed down from the top edge of the sides.





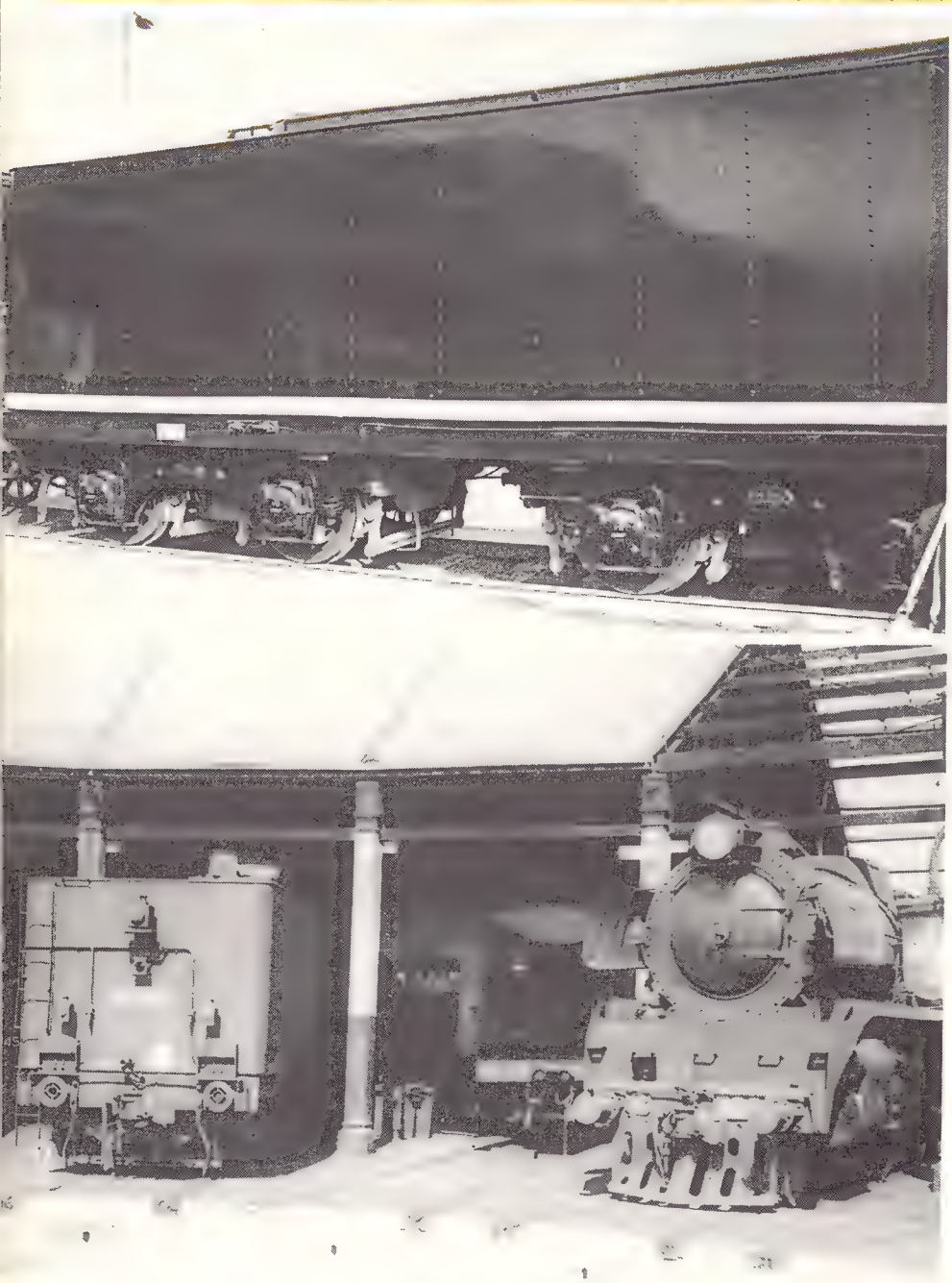


VR R Class
700 — 769
As seen running in late 1950s and early 60s.

Traced G. Brown from an original by G. Scott.

R761 at the Victorian Railways North Williamstown workshops in December 1984. H.A.Moors photograph.

Left: *Side view of tender of R707 showing the underframe which was thinned down on the model.*



Rs 723 and 765 were both on shed at Seymour in 1966. Details of marker lamps, headlight and tail lamp can be seen in this shot, along with the clutter of pipes and bars under the rear of the tender. Electrical conduits and screw couplings, missing buffer heads and the apparent fineness of the tender ladder are other items which caught the eye in this photograph by Phil Jeffery. Modifications to the model include the relocation of the back-up light, marker lamps and lamp brackets (over back-up lamp). Note the removal of the buffer heads with the spaws left in place.

the 'ram's horn' is hard to capture unless you have several photos from different angles to work from. The mounting screw of the chimney should be drilled out, the chimney soldered back into the smokebox and the hole opened up to the size of the chimney. Real locos do not have blanked off chimneys with a large bolt protruding from them. The dome will be easier to clean up and reshape slightly if it is removed first. The mounting screw is underneath and access is gained by removing the boiler weight. The whistle should be mounted on the boiler centreline and have an isolating valve added. Refer to the drawings and photos.

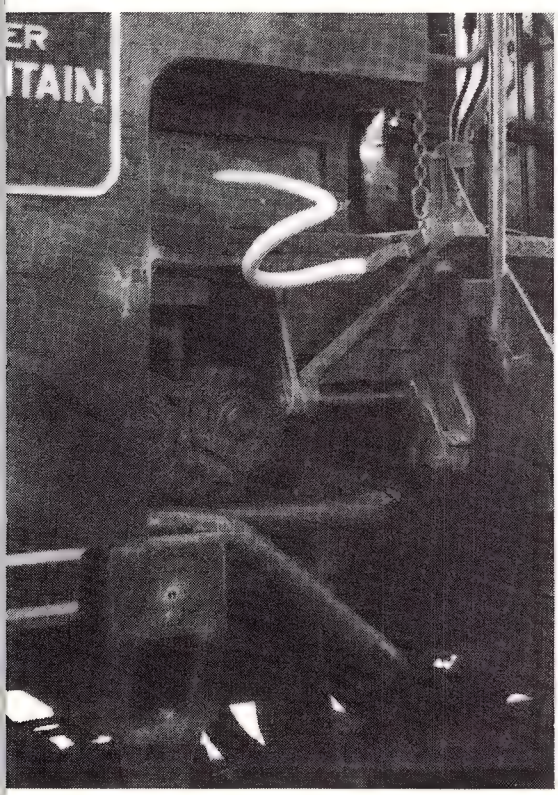
The cowcatcher should be reworked to make it look like a single sheet of metal, probably best done by running a solder fillet along the joint and cleaning up with a file. While at this end, shorten the auto-coupler shank by 1.5mm and add a screw coupler, or fit a Kadee if you want to doublehead and are less worried about the appearance of the front buffer beam. The air pump is rather basic and should be replaced with something better. When removing castings use a hot soldering iron and don't waste time, or parts other than the one you are removing will fall off as well. The same comments apply when adding a part. Use a hot iron and keep everything clean so that the solder joint forms quickly before the heat travels to places you don't want it to be. The stoker engine cylinders protrude too far and should be removed, shortened by 2mm and refitted. Be

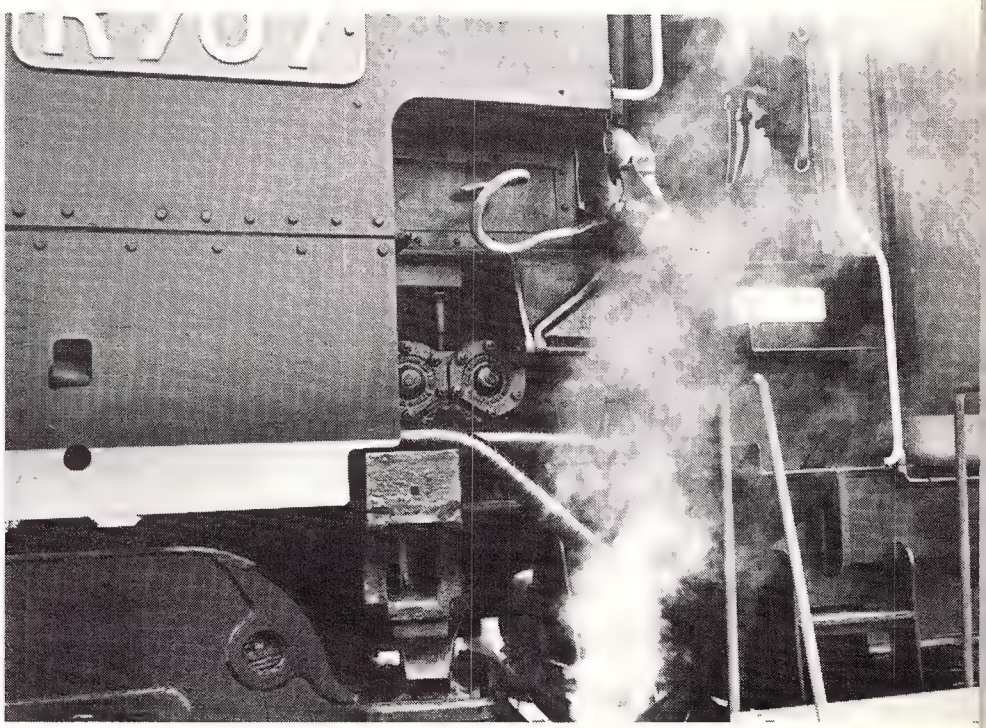
R711 at Railway Place, Bendigo — located in the station gardens in January 1985. Photographed by H.A.Moors.

careful or your carefully soldered staff exchanger will disintegrate. The blowdown mufflers need to be cut down in size, remounted lower on the firebox below the foundation ring and have some extra pipework added. Again refer to the drawings and photographs.

The loco body can now be painted, fitted with a crew and also put aside.

Last but not least is the loco chassis. The amount of work you do on this depends on how well the model runs. If you got a good one, it may be better to leave well enough alone and just thin down the rods a bit. (The rods look like they came off a US engine, especially the connecting rods.) With a bit of care and patience the rods can be filed down to a better appearance, although it might be quicker to build new ones if you are able. If you are feeling adventurous you can file the wheel balance weights flush with the rims and reduce the height of the crankpin bosses by half. This allows the rods to be refitted without the bends need to clear the leading crankpins and the return crank. The small washer is placed between the connecting and coupling rods so that the rods clear each other and are parallel. The hex-head crankpins are a weird size and there are no spares, so be careful when removing and replacing them. The slidebar support bracket hovers about 3mm above the slidebars and should be carved around and extended to touch the slidebars, so that it appears to be doing something useful. Another good idea is to drill a hole in the loco drawbar between the two existing ones. On reasonable radius curves of 1 metre or greater, using the centre hole gives a good compromise between appearance and enough clearance to stop the tender shorting to the loco body. If you insist on running around dinner plate size curves you still have the outer hole to give the extra clearance required.





Staff exchangers on R704 and 707. The model was fitted with an Alco N class exchanger. R704 photographed at the ARHS Newport Museum by Steve Cullen.

The physical size of an R class is demonstrated in this shot of R749 squeezing into the Echuca engine shed, resting after having hauled a railfan special from Melbourne. The railfans had departed across the river towards Deniliquin with a D3 at the head of their train. Photo by Phil Jeffery.

The design of the gearbox is a bit suspect, as all the end loading of the worm falls on the motor bearings and can motors usually don't appreciate that sort of thing. If it runs smoothly, let it go, otherwise you will have to hunt up a gearbox which will fit. If you have to replace it, remove the wheels to replace the worm gear and build a new motor mount. (In other words, 'bulk hassles'.) Whatever else you do to the chassis, when you paint the wheels, paint the side of the wheel rims black. Nothing makes a fine-scale model look more like a toy than bright shiny wheel rims. (There are exceptions, but in general "It ain't prototypical!")

After painting the chassis, the model can be reassembled and test run.

Chapter 2: On the Superdetail Trail

In addition to the above, R714 had the following parts fitted to replace the original detail. On the loco body:-marker lights, headlight, smokebox door, handwheel, auto and screw couplers, front coupler bracket, injector clack valves, whistle, injector starting valves, throttle, steam turret handwheels and blowdown mufflers from an X Class; staff exchanger from an N Class, air pump from an A2 Class; and turbo-generator from a D3. On the tender body:-marker lights, backup light, lamp bracket, water treatment apparatus, handbrake wheel and tool box from an X Class. On the loco chassis:-rods and some valve gear parts from an A2 Class and valve spindle guides from an X Class. (Aren't we modellers lucky that the V.R. used so many standard parts on their locos.) For the record, R714 was painted in one of the early colour schemes carried by the R Class in the early 1950s, using a mixture of Craftsman Models grey and black primers to give a weathered black finish and Humbrol matt red darkened just a touch with matt black. When dry the model was sprayed with Scalecoat matt varnish.

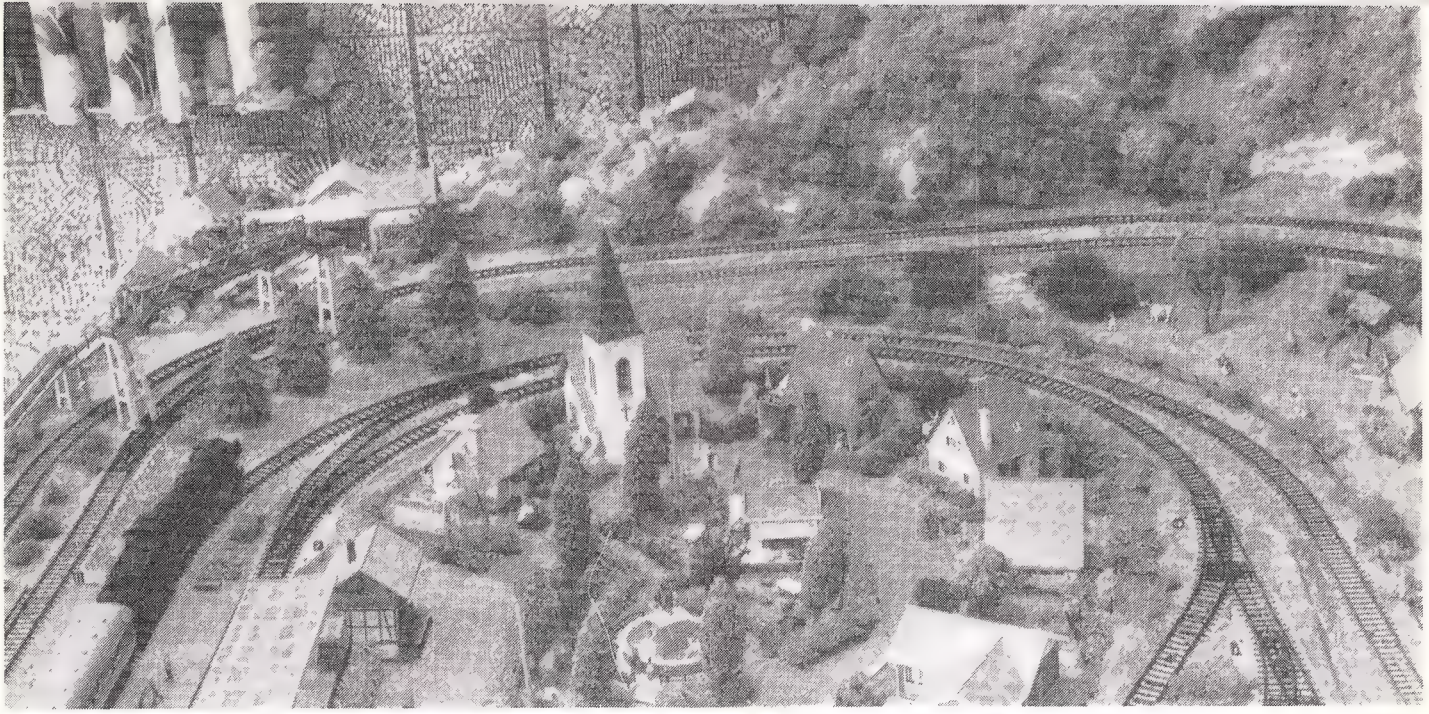
Postcript

"Et voila!" A more accurate R Class model for not a great deal of effort. Since the basic dimensions and proportions of the model are reasonably accurate, this type of project is a feasible exercise. If the model had major things wrong, such as incorrect boiler diameter, cab too low, etc. then it would probably be just as quick and a whole lot easier to scratchbuild it.

Please note that you need to know what you are doing for this type of exercise and the above should not be taken as encouraging all and sundry to start hacking up their brass R Classes. Turning up on Newport's doorstep with a mournful look and a box of R Class bits may elicit the odd murmur of sympathy, but absolutely nothing in the way of help in putting the bits together again. 'You have been warned', 'On your own head, etc. etc.', or any other homily that you think will fit the situation.

The above story is only a fraction of what these characters have perpetrated on defenceless brass models. If time, magazine space and the Editor's patience permit, more of these stories may be revealed. ▪

With the interest in brightly coloured and detailed rollingstock growing, modellers of NSWR prototype have been left in the cold with the rather drab livery. This has not always been the case as the above photograph illustrates. A number of these vans, coded ICV, were used in the Darling Harbour area for a period, N2X being photographed in the late 1960s. From memory, the vans had a light exterior. Can any reader help with a colour photograph of the van? We would love to print it.



COMPLETED IN ONLY THREE MONTHS

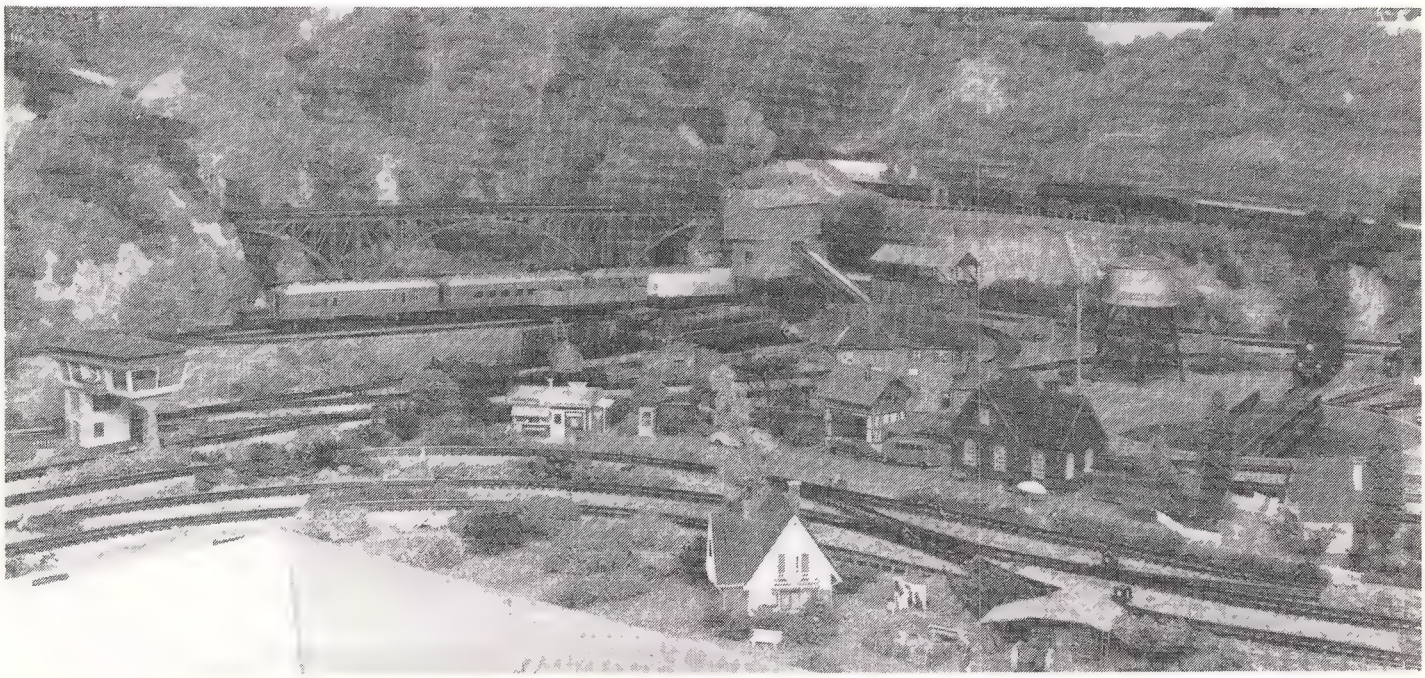
A brief description of New Zealand model railway conventions and an impressive Marklin layout, by Bob Gallagher.

As a nation, New Zealand leads Australia in a number of areas in the model railway hobby. Pre-eminent are their organisational skills, particularly with conventions, along with their enthusiasm in showing others their work and freely mixing with modellers of differing prototype interests.

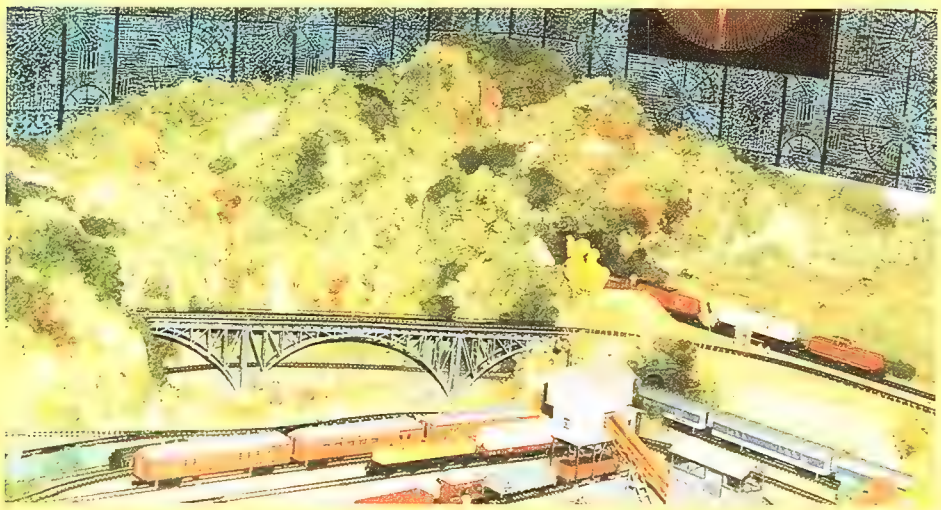
This was clearly visible at the 1982 Palmerston North convention where German prototype modellers mixed with British, American and NZR modellers and even associated willingly with a number of Australian prototype people. While they fiercely defend their decision to follow a specific proprietary brand or prototype they also showed a keen interest in their local NZR system, and were visibly proud of Kiwi ingenuity in being able to have a good railway system run on a shoe string budget.

This attitude made it possible for over 350 modellers, some with their partners, to visit a city of 67,000 and attend a four day convention. Sure, the Modelling the Railways of NSW convention is now getting close to that number for a one day show, but Sydney has a population

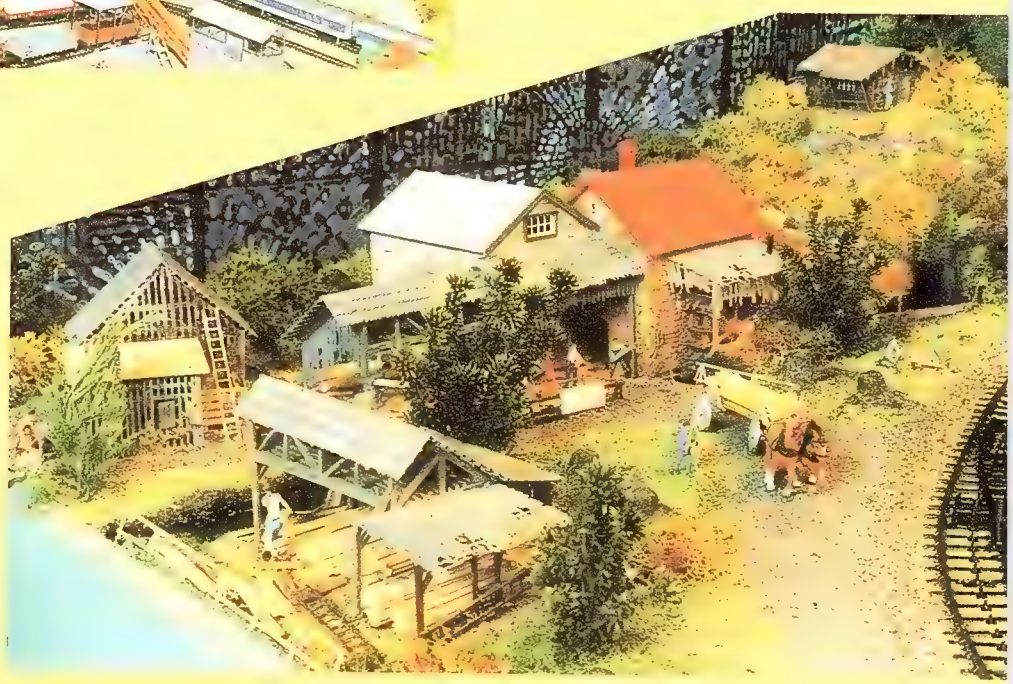
John de Wiele's Marklin layout was housed in a brick structure in his back yard. The layout was an oval shape with operator control in the centre and a small viewing area on the outside. The above photograph covers the right hand foreground scene which includes the village and saw-mill. The scene below covers the rear right hand side of the layout featuring the dense foliage on the mountain and the mine complex.



A combination of dull greens and ochres have been used to produce a colourful but not bright scene. The hillside at the rear reproduces the scene where the ground cover does not completely obliterate the colour of the earth.



Although clashing with the colourful wallpaper, the densely foliaged hillside, while being a feature of the layout, does not overshadow other aspects of this operating model railway. Detail on the hillside includes a dilapidated castle and a number of deer, but again these have been placed so that they do not overshadow other details.



One corner of the layout features a timber mill and a number of supporting dwellings, all of which are detailed to indicate that the buildings are occupied.

The village scene is a mixture of old and new. The grace of the old white church is upstaged by the Coke stand in the park. The wedding scene, one which is seen so often on layouts, has been delightfully modelled at the time of taking the wedding photos. Note that all the supporting figures are centred on the bridal party and the photographer. The location of this small village and the use of short wheelbase vehicles helped to disguise the usually unsightly tight curves of the track which were used in this section of the layout.

of over four million — more that the whole total in the Shaky Isles.

So how does a city the size of Wagga Wagga or Bendigo manage to organise a four day convention for over 350 inquisitive minds? Firstly, in contrast to Australian towns, the population size of a New Zealand city has no real relationship to its commercial or railway importance. Palmerston North is on the Main Trunk, the main line between Wellington and Auckland on the North Island. The railway complex would compare with the Broadmeadow complex in New South Wales, when it was at its peak and not as at present an engine exchange siding.

The city also had sufficient hotels, motels and caravan parks as well as eating houses to cater for the demand. The fact that there was also a Maori convention with an attendance of over 1,000 held at the same time is an indication of the commercial size of the city. It was quite easy to walk from the motel to the convention location, and even catch a cab to visit layouts, but that is another story. We did find that we missed the much freer trading that exists on weekends in Australia (or Sydney at least). There was not much open on the Easter Friday, and finding a place to put on the feed bag became quite a task.

But how did Palmerston North get the chance to run the bi-annual highlight of the New Zealand model railway calendar I hear you ask? Well, here, like the Rugby Union, the Kiwis have it all over us Aussies. Like us, they have a large number of small clubs and associations which cater for local and prototype interests. But all these clubs belong to the New Zealand Association of Model Railway Clubs Inc, whose main task is to promote the hobby and oversee the running of the convention.

The task of allocating the location and organising of the convention is competed for by individual clubs. Just like the Olympics, clubs wishing to hold the convention have to prepare

As mentioned, all the structures were proprietary brands, and the engine shed was no exception. Again this large structure has been used the hide a tight curve as well as being the scenic feature on the right hand side of the layout. At the time the photographs were taken not all of the locomotive fleet could be used for John was in the process of fitting Zero One to his models.

As illustrated in colour, the densely foliaged hillside contains two features; a dilapidated castle and a small herd of deer, both of which are illustrated above.

a submission and show the NZAMRC that they are able to accomplish the task. The next convention in New Zealand is being hosted by the North Shore Model Railway Club Inc. and the Auckland Metropolitan Model Railway Club Inc. and will be held in Auckland over Easter 1990 (13-16 April). It is interesting to note that the New Zealand Model Railway Guild will hold it's annual general meeting at this convention, as will the Australasian Region of the National Model Railroad Association Inc, which will also hold its annual model contest at the same time. But this is digressing from the point.

Imagine asking, no demanding, that the railway modellers of Bendigo or Wagga not only organise a convention where specialised speakers either have to be provided or invited but where railway and tourist visits have to be arranged, on top of the normal round of layout visits. While I am sure both locations have the facilities, I'm sure we'd find far fewer modellers living in these areas compared to similar sized New Zealand cities.

The organisation of specialised speakers is not too difficult as most of our current seminar/convention organisers have found out. Most modellers are prepared to speak on their specific field and many will travel some distance for the pleasure. All they need is some advance notice and some polite consideration in carrying out their task. Likewise railway visits are not too difficult, nor are tourist trips a task, as long as the convention location is ideally suited.

Palmerston North came up with over 20 layouts which could be visited. There was not time for each convention attendee to see them all — they were divided into four groups and

The two photographs on the left illustrate some of the detail which makes this layout such a pleasure to see. As with the structures, all vehicles, people and animals are proprietary items that have been treated to reduce the glossy plastic finish. One item removed from the people is the unsightly base many were mounted on.

Illustrated below is an ingenious method of accessing every part of the layout without duck-under and cut-away sections. When building the layout John made provision for the use of the platforms and suitably strengthened the layout and then applied the scenery so that the use of the platforms would not damage any of the delicate scenery items.

The small township had been built around a village green which was dominated by a large momument. At the time the layout was photographed the fountain was empty of water.

the most we could visit was two. Although my personal leaning was towards the NZR prototype layouts, it was on one of these tours that we visited two others that will forever leave an impression. They were both of European prototype, built completely with proprietary models. Both had been built in a very short time, with the convention layout tour as the objective. They belonged to Lee Collett and John de Wiele. We briefly illustrated them in the August 1982 issue, and the photographs accompanying this article are more of John's layout.

Being visitors to the Shaky Isles we did not have the comfort of our own car on the tour and we accepted the hospitality of a kind Kiwi who managed to fit five (some rather large) adults into a Honda Civic. As it was a very cold Good Friday this was not a problem, for the crush inside the car kept us all warm.

Unfortunately we had to leave to car to get to see the layouts and although organisers were good co-ordinators and had arranged for each car to arrive and leave each destination at set times there were a few delays caused by a number of lingering viewers. Well it is pleasing to report that Kiwis are as impatient and fun loving as Australians as we all lined up in the freezing winds, cracking some low quality jokes and waited to obtain entry into the layout rooms.

Now there are many things for which I will willingly line up, and quality layouts are one. But when this is outside and in 6°C winds, a joke is a joke. It was a natural inclination to lock oneself inside a layout room and forget the rest of the tour. But this was not possible. In fact it only shortened the time we could spend at each subsequent layout. The time was thus too short to be able to set up the cameras or take many notes.

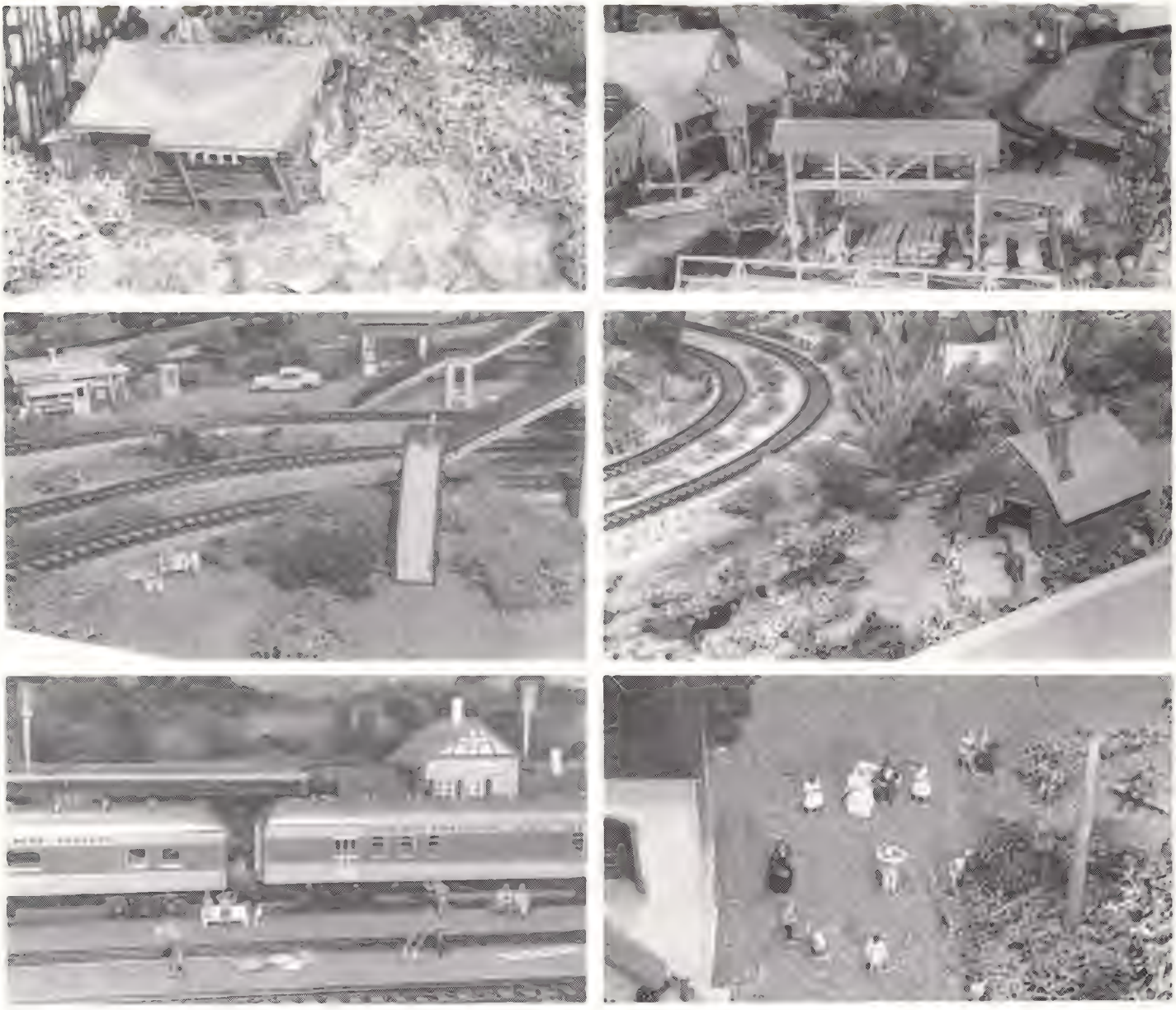
Fortunately, John de Wiele did not live too far from the convention hall and he invited us to return on the Sunday. These couple of hours will remain a very pleasant memory. I must declare that up to this time I did not have a good impression of European models, regardless of scale. They all appeared to look too artificial, too plastic; they were always very clean and lacked any atmosphere. This layout completely changed that false impression I had.

The first thing that was hard to accept was that it had only taken John and his wife, Diane, three months to build the layout, which was housed in a brick building in the back yard of a pleasant suburban home. As can be seen from the photographs, the Marklin brand was predominant, as well as an extensive collection of buildings, road vehicles, animals and people.

His limitation of space was overcome by tight curves along with an ingenious method of accessing all parts of the layout. This is shown in the photographs and comes in the form of two platforms which are placed on the layout. Both are able to hold John's weight and as the layout was built with this method of access in

Centre: *Individual buildings, although straight from the packet, were individually treated to reduce the plastic glare and detailed to give the layout life.*

Right: *The tight curves on the layout were visually reduced by the use of short rolling stock and some clever use of scenery which included fencing which commenced at the track edge. In this scene a flock of sheep are grazing on a small clearing on what was a heavily forested hillside.*



The photographs on this page highlight some of the aspects that give individual scenes life and the overall layout vitality.

mind, the locations for the platforms legs are free of any breakable parts.

Although having tight curves, something common with a lot of layouts, John had installed the (then) very new Hornby Zero One control system — and his models ran very smoothly and freely. The lack of high speed stops and starts gave a good impression. Added to this, all of the buildings were treated to dull the shiny plastic and some also had the addition of dust type weathering.

So sit back and see for yourself some of the layout detailing that caused a real impression at the Palmerston North convention. I wonder if we in Australia will ever be able to band together and hold conventions like the Kiwis? I do hope so! ▪

REVIEWS

Compiled by A.M.R.M. Staff

Flushglaze windows for Lima, Silvermaz and Powerline products. Imported by Lloyd's Model Railways, PO Box 57, Latham, 2615. Price: $4.00 per pack.

The use of Flushgaze windows to detail models has given modellers the opportunity to have the window glazing of a model located in the correct place, and not recessed behind a thick layer of plastic. This small inexpensive modification changes the visual appearance of the model dramatically .

The window glazing has been formed on 0.3mm clear plastic by the vacuum process. Each pack contains sufficient number of glazing sections to detail each vehicle, the individual glazing sections having to be removed from the plastic with a sharp blade. In some cases, there will be spares.

The process for fitting the windows is to cut each one off the sheet and dry fit after final painting. Locate each window for size as necessary. Fit each glazing section in place with plastic glue or a contact adhesive. Beware of superglues; they can and often will fog the windows, defeating the purpose of the flush glazing. Each pack contains brief details referring to the specific vehicle in question.

With the Lima cars it is necessary to remove the existing clear window section, which is part of the roof moulding — so take care. If interior panels/seating is to be fitted, allow for fitment of the windows first — from inside the car. (Finger access is a must).

The latest shipment from Flushglaze provides covers almost all windowed vehicles on the local market. This shipment covers the Lima TAM, MFE and MBE twelve wheelers, and the Indian Pacific/Overland sleeping, dining and power car and the Southern Aurora/Overland sleeping cars. When purchasing the latter, be careful for they are labelled as Indian Pacific cars but they carry the correct Lima catalogue number of 309322 sleeping cars. Also included are windows for the Silvermaz LHO and LHY passenger van and the Powerline 81 class diesel along with the Powerline/Trax MHG guard's van, Powerline FS, BS and BSR coaches plus the MHO and KB vans.

All Flushglaze window packs are very useful in superdetailing a proprietary model. As previously mentioned, the finished result is dramatic.

Bob Gallagher.

VR U van with Hutmill Farm Feed advertising sign in HO scale by Train World, PO Box 100, North Brighton, 3186. Price $45.00.

The Victorian advertising vans have become very popular in modelling circles especially since Broad Gauge Models produced the HO scale U van kit and Broad Gauge Bodies commenced producing an extensive range of decals for advertising signs. This product, organised by Train World for exclusive sale in their shop, is an assembled U van kit with the Hutmill decal applied.

It is a standard U van with a curved flat roof. The sides are painted red with the roof, ends and underframe being VR red. The decal includes black and white lettering along with animals in black, brown, yellow and white. The van is numbered U1369 on both the side and the underframe. The van is detailed with standard U van undergear components including brake cylin-

ders and shoes. BGM 11.08mm spoke wheels are fitted as are Kadee No.5 couplers.

Like all the Victorian Railway advertising vans this van has a special appeal that brightens the layout and will make a welcome addition the the steam era VR fleet. It is understood that the decal will not be released as a separate item.

Bob Gallagher.

Passenger Carriers in Miniature. A Rowlingstock Productions Videocassette. Our copy from ARHS Sales, 431 Elizabeth St, Sydney. Price: $39.95.

To the older enthusiasts, this tape will be described as "live steam railways". To be precise, it is the miniature live steam and diesel electric passenger carrying railways of weekend type steam parks (generally).

The tape is the latest in the Rowlingstock range, and was copied from ¾" Umatic videotape equipment, plus both 16mm and super 8 movie film. The video footage is by Brian Rowling, whilst the film footage is by both Brian and Jim Powe. The tape runs for 54 minutes and is in colour. Brian does the narration.

Contents include:

- 7¼" gauge steam and diesel/petrol electric at Diamond Valley, Victoria (1968, 1988).
- 12" gauge steam at the Currumbin Bird Sanctuary, Queensland (1966, 1968, 1983).
- 12" gauge Smokey Mountain & Grizzly Flats Railway (formerly of the Reptile Park at Gosford) (1982).
- 5" steam at Wascoe Siding, Blaxland (1981).
- 3½", 5" at Hornsby and District Model Engineers, Dural, Sydney (1978, 1981, 1984).
- ½" scale trams at Albion Park, plus at the Sydney Model Railway Exhibitions (1979, 1980, 1985).

Commencing with the steam train on the roof of the Mark Foys Building in 1967, the tape then follows with privately owned live steamers (of 7¼" and 5" gauges) at Strathfield, Luddenham and Colo Vale.

The article content is quite fascinating. The cameraman is only able to film passing shots (or other shots from a fixed location) and onboard shots. Pacing shots are out of the question, else he might run into a tree/lake/kangaroo! So for what there is to play with, the end result is quite good. I especially liked the on-train footage giving a full circuit ride from the driver's seat of the DERM at Diamond Valley.

Regrettably, this tape only covers a number of miniature railways on the East coast. I sincerely hope that there will be more to come showing the rest of the many fine steam parks across the country. For what one gets on this videocassette, I found it to be both fascinating and enjoyable.

Allan Brown

LMS 2-8-0 Class 8F freight locomotive in OO scale by Hornby Hobbies. (R315). Sample supplied by Hornby Hobbies.

Many readers will be familiar with the story of how William Stanier was appointed Chief Mechanical Engineer of the LMS Railway in the early 1930s and how he set about the task of re-equipping the loco fleet to meet the demands of the period. Coming as he did from the GWR, he introduced a reasonably standardised fleet of locos in vast quantities. One of these classes was the 8F 2-8-0 goods loco. It was a successful design and bore a close resemblance to the successful 'Black 5', a model which we have previously reviewed in these pages. With the coming of World War 2, Stanier's 2-8-0 was selected as a standard design for the war effort and resulted in the final number of 852 examples being built by most workshops in the UK.

Some locos travelled extensively, examples being found as far away as Iran and Turkey. After the war was over, some of the locos stayed on in their adopted country, while many returned home and saw use on British Railways. One of the preserved locos, ex LMS 8233 and BR 48773, worked on the Iranian State Railways in 1942, went to Egypt in 1946, returned to Britain in 1952 and was purchased by BR in 1957 from the British Army. At least two, possibly three, locos will see further use in preservation but the recent news from Britain is that one of the locos that saw use in Turkey will soon return to English soil and be in working order.

Hornby Railways have produced an excellent 00 gauge model of the 2-8-0 loco. Powered by Hornby's well-known and well-tried Ringfield motor in the tender, the loco had no trouble handling a load of 24 wagons on test. A novel feature is a small globe simulating firebox glow. This idea was tried previously in the early seventies and makes a welcome return as, in my opinion, it adds considerably to the overall effect. There is no doubt that Hornby are improving standards as comparison of this loco's tender with that of the earlier 'Black 5' tender shows subtle attention to detail which enhances the appearance. On the loco itself, the simple but workmanlike appearance of the prototype has been faithfully copied and such recent features as flushglaze windows, vacuum pipes and crew are included.

VR U van with Hutmill Farm Feed advertising sign in HO scale by Train World.

An interesting comparison is possible by placing the Hornby Railway's 2-8-0 loco alongside the earlier Hornby Dublo 2-8-0 that was introduced in 1958 and is still available (with detail modifications) today as part of the Wrenn Railways ranges. It would be fair to say that both are good representatives of the original, both are very good modelling from the respective manufacturers and a decision would be purely personal.

Hornby's 2-8-0 not only performs well, it has good looks too. When I tested it, the opportunity was taken also to double head with a 'Black 5' – the effect was superb! Strongly recommended to all modellers and enthusiasts of British steam.

David Taylor

Peco G scale flexible track. Sample supplied by Australian Model Craft, PO Box 517, Wahroonga, 2076. Price in text.

The Peco name is renowned the world over for high quality flexible and unit track systems. The company has now expanded into G scale trackwork and their initial release in Australia in this scale is Code 250 nickel silver flexible track (Item No. SL-900).

The 915mm (36") long rail section is flat-bottomed with a realistic looking profile. The imitation wood grain sleepers look great, each sleeper having a different grain to those either side of it and Peco have also moulded the sleepers with chunks of wood missing from the ends. There are 24 dark-brown coloured irregularly spaced sleepers in each length of flexible track. The imitation fastenings which hold the rails to the sleeper appear to be of narrow gauge pattern, of a plate, lug, bolt and nut arrangement.

Moulded integrally with the sleepers are bars which hold the sleepers in a random pattern when curving and re-straightening the track section. These bars would be invisible after the track has been ballasted. Peco suggests pre-bending the rail ends before fixing the track on very sharp curves. This is a good idea. By pre-bending the rail ends one will obtain a constant radius through rail joints.

We are pleased to report the Peco G track cleared coarse LGB wheel flanges with ease, despite the finer Code 250 rail section. Peco state their track is suitable for outdoor use providing temperatures are not extreme. Australian modellers will have to bear this in mind, considering the diversity of our weather conditions. Peco also produce their G scale track with aluminium rail (Item No. SL-900A) that may be more suitable for outdoor use.

Our overall impression of Peco's flexible G track is that it is well made, robust and captures the quaint look of narrow gauge trackwork very well. It offers a finescale alternative for G scalers. The nickle silver rail track is priced at $22.95 a length and $15.95 for aluminium rail.

Ross Verdich

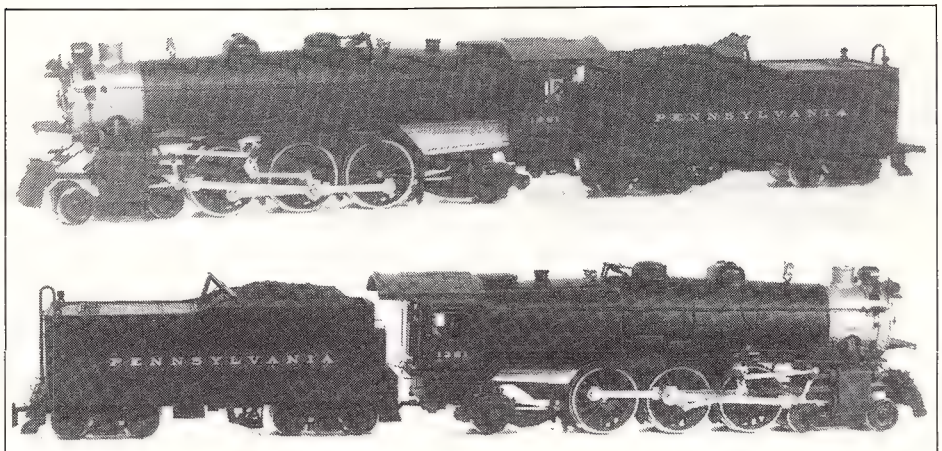
Pennsylvania K-4 Pacific in HO scale by Spectrum of Bachmann. Distributed in Australia By Zimbler Pty Ltd, 6 Duke Street, Abbotsford, 3067. Price: $160.00.

Last year, Bachmann announced its 'Spectrum' series: the means by which they intend to climb into a higher-quality part of the HO scale market. Modellers were impressed with Bachmann's release of the Spectrum GE 44-ton industrial diesel, of which a few prototypes reached Australia in the 1940s. The model looks very good indeed, and performs very well, especially considering its small size, the review appearing in Issue 150, June 1988.

No sooner had the oohs and ahhs slowed down than Bachmann released their first steam loco in the Spectrum series: the legendary Pennsylvania Railroad K-4 Pacific. Apparently they too are selling well.

The model captures the appearance of the prototype very well indeed (it showed the proportions of a friend's brass K-4 to be quite crude). The webbed driving-wheel spokes, hand-rails, driving rods and valve gear are beautifully proportioned. Particularly noteworthy are the backhead detail, drop-plate between loco and tender, the crew, lighting and tender rivet detail (no, we didn't count them!). Our model performed exceptionally well, even before it had been run in. It hauled 15 freight cars through two 600mm radius S-curves at a steady walking pace –

LMS 2-8-0 Class 8F freight locomotive in OO scale by Hornby Hobbies.



Pennsy K-4 Pacific in HO scale by Spectrum of Bachmann.

in fact, more strolling than walking – and it runs steadily and very quietly at mainline speeds.

On the demerit side there are a few things to note.

The first is when you try to take the loco out of its vacuum-formed packaging. You have to prise the plastic away and remove the model carefully to avoid damaging the pilot. (The importers advise to peel the packing away from the front of the model and gently push from the rear – Editor). Secondly the sharpness of rivet detail and edges is excellent, but the manufacturer's attention to scale appearance has resulted in some details being very fine – so fine that some can easily be broken. A number of parts had come loose on our sample. They were easily superglued back on.

The rugged-looking skew-wound motor has a large, sturdy, accessible commutator and a good worm drive, fitted neatly into a cast alloy block which provides rigidity and weight. However, the plastic frame which holds the wheels ahead of the front driving wheels is very weak. Whether through being distorted in transit or because of a possible fault (a friend's K-4 had the same problem), the frame caused the pony truck to foul on curves. We solved the running problem by making a styrene packing piece to fit between the top of the frame and the cylinders, preventing the frame from bending upwards. Even so, there was still a problem with appearance: on each side, there is a gap between the top of the cylinder and the cylinder steam pipe, and the steam pipe enters the cylinder too far forward.

The K-4 comes with X2f horn-hook couplers, like most mass-produced HO models intended for the US. Fitting Kadees at the front of the loco appears to be difficult, and has not yet been attempted by us. Fitting Kadees to the tender necessitated packing with styrene.

The really important things, however, are well taken care of. The great operating advantage of the model's design is the fact that the wheels are insulated by the split-axle system. When the loco goes around tight curves, which it does very well, there is none of the arcing that's common with brass models. The loco's frames are insulated left side from right, and every driving and trailing wheel collects current. Marvellous! And you can run the loco without tender, for testing purposes; there are no pick-ups on the tender. The tender draw-bar is an interesting design that won't uncouple by accident.

The wheel profile could be described as "being within RP25 dimensions". However, the K-4's wheels don't fully conform to RP25 as they don't have the large-radius fillet between the tread and the flange, which is an important reliability feature in the RP25 design. Oh well . . .

Having listed our sample's shortcomings, we must emphasize that, in comparisons of price, performance, appearance and quality – against both plastic and brass models – the Bachmann K-4 is a superb model. Its popularity in the short time it has been on the market is well deserved. Anyone for kitbashing?

John Nicolson and Clive Huggan

British Rail Class 37 Co-Co Diesel Electric locomotive No.37 573 in OO scale by Lima. Imported by Southern Model Supplies, 63 Boothby Street, Panorama. 5041.

'British Rail Fleet Survey' Vol.4 by Brian Haresnape describes the BR Class 37 as a maid of all work and goes on to say "Equally at home on massive freights or express passenger work, the Class 37s will remain in the front rank of BR diesel power for the foreseeable future and no significant withdrawals are scheduled." Introduced in 1960, the 309 members of the English electric Class 37 were known originally as 1750 WP Co-Co Type 3.

Starting off in a green and grey livery, the locos later acquired the familiar blue with yellow ends livery and more recently the new grey livery.

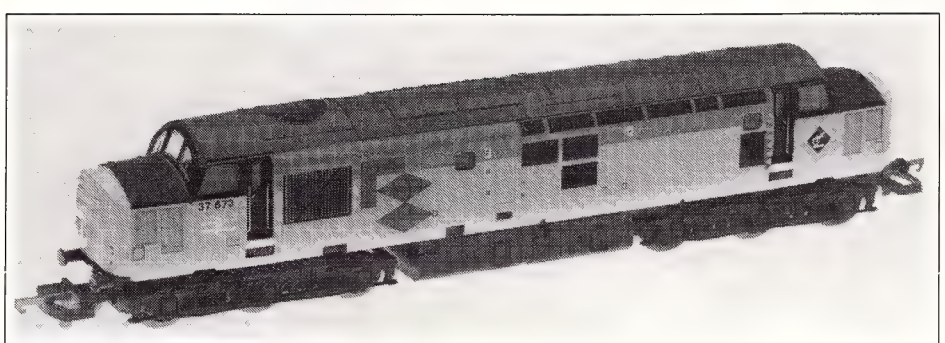
Of interest to we Australians, the mechanical and electrical systems of these locos appear to bear close resemblance to Westrail's SK class locos that date from 1966. The bodywork is, of course, totally different.

Lima Models are to be applauded for their recent efforts in producing models bearing the modern liveries which have been quite prolific on BR in recent times. The subject of our review is finished in the very attractive Railfreight Speedlink livery. Basically, the body is painted three shades of grey, darker at the top, mid grey at window height and pale grey down to floor level. The ends are safety yellow and the tops of the noses very dark grey. Added to this are the very striking graphics which in this case consist of red diamonds and triangles on yellow rectangles. Other graphics include the 'Arrows of Indecision' and depot symbol.

An interesting feature of this model is the fact that the detail of the end panels differs from earlier examples from Lima. Although the four digit headcode boxes have been plated over, the location is still visible either split or centrally located. Lima have been able to alter their moulds to incorporate this feature. The model being reviewed, 37 573, is of the central headcode variety fitted with headlights.

On the layout, the model performs in the familiar way we have come to expect of Lima models – steady running and powerful enough to haul six or seven coaches all day. As can be seen from the foregoing, I am enthusiastic about this model. I believe that it represents good value as it looks good, runs well and is reasonably priced. Readers are referred to the May 1988 issue of 'Rail', a British prototype monthly magazine which has an article on China Clay Train operation in Cornwall and features the prototype of this model.

David Taylor



British Rail Class 37 Co-Co Diesel Electric locomotive No.37 573 in OO scale by Lima.

MAILBAG

Continued from page 33.

Sir,

I have three queries that you, your staff or readers may be able to answer for me.

First. The 70 ton switcher model proposed for HO by Bachmann. Is this to be a model of the GE 70 tonner which looks like an enlarged version of the GE44 tonner or some other prototype?

Second. Is there a kit or RTR model in HO scale available of the 40' (approx. 12.5 metres) tank car with two low domes once common on Australian railways?

Third (and last). A major problem I am having with the construction of a portable tramway layout is with the joining of the overhead wiring at baseboard joints. I have worked out a suitable scheme where pantographs or bow collectors are to be used but I have trouble in devising a scheme where working HO scale trolley poles are to be used. I hope a tramways enthusiast can assist me in overcoming this problem.

Keep up the good work in producing a model railway magazine that is not merely as good as those in the rest of the world but which is infinitely much better.

E. Raddatz,
Snowtown, 5520.

To respond to your first question, Bachmann have not yet released any details on the GE 70 ton switcher. – Editor

Sir,

I thought the editorial in the April issue of AMRM was thought provoking, especially the reference to promotion of the hobby. It is nice to talk to interested visitors at an exhibition, but a lot of visitors are too shy to ask questions, and so possible new recruits to the hobby are lost because we are not using the old showman tactics.

What about a soap box in the centre of the hall where on occasions an eloquent speaker could get up and tell the public that if they find what they have seen interesting, to come over to the information desk, or better still watch the video session starting at such and such a time. Now here is the real selling tool. A well-prepared video of Mr Ordinary Family Man, and how he gets bitten with the model railway bug and starts his first layout. Show mum and the kids taking an interst, use the angle of escape from the day's work worries and how reasonable, cost-wise, the hobby can be.

I am sure we have enough capable video makers in the hobby to make such a production and it could be sent round the country to be used at leading city and country exhibitions.

John Smythe,
Ernest, 4214.

Sir,

I look forward to the magazine as, due to the isolated nature of our location, it is the only means I have of maintaining contact with model shops and their ever-changing locations. I have found it invaluable for preparing me for my infrequent brief visits to the capital cities.

The articles on modelling, although rather deficient in the coverage of tramways, are of great interest and have given me many useful hints and inspiration. The quality of the articles and the magazine has improved considerably from the early days and now exceeds that of the overseas journals.

Greg Robinson,
Millicent, 5280.

Sir,

I would sincerely like to pay homage through the pages of AMRM and on behalf of the railway modellers of Newcastle and the Hunter Valley to the late Jimmy Patterson of Punchbowl Hobbies.

To us Jim was the epitome of what a hobby shop owner

Continued on page 84.

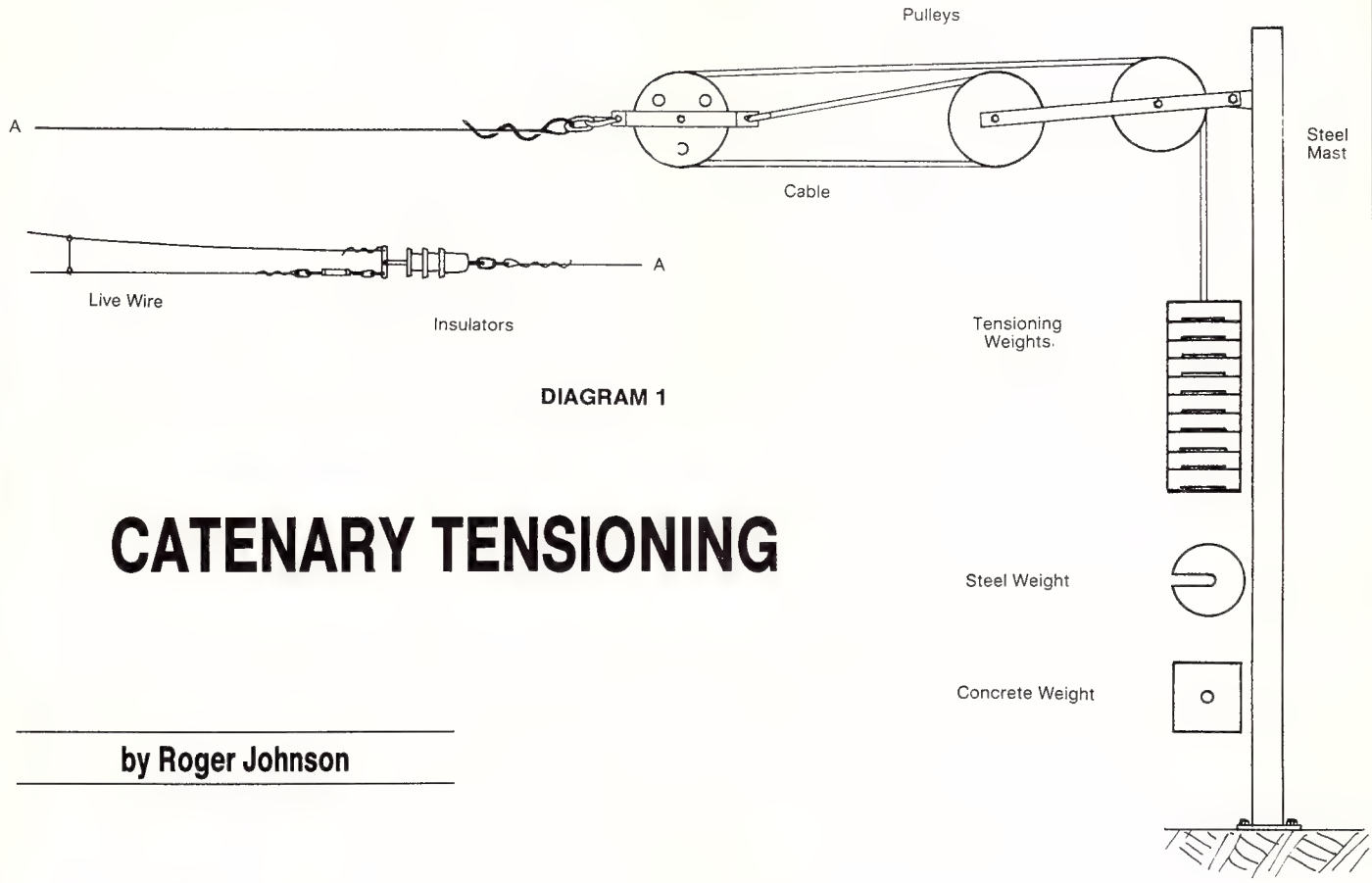


DIAGRAM 1

CATENARY TENSIONING

by Roger Johnson

Recently I spent a few days in central Queensland and naturally found myself checking out the local railways. Unfortunately, not much was happening and it looked like I was wasting my time until I realised that the overhead catenary reminded me of Ian Weickhardt's articles in AMRM. I was further reminded of a comment once made that the hardest part of running model electric trains (sparks) was the sagging of the overhead wires in hot weather and this was why QR's engineering methods interested me.

Queensland Railways have a method for keeping constant tension on catenary wires which is so simple, but effective, that it could be well adapted in the model form. Diagram 1 shows the arrangement which is simply a weight, allowed to move over a pulley, attached to the end of the catenary wires. As the temperature rises or falls, the wires expand or contract and the weight raises or falls; however, at any given moment the tension is always constant. Diagram 2 shows a dead end version, but if a through version is required simply add a reversed arrangement as shown in Diagram 3.

In the model form the prototype is followed, except some parts are simplified, e.g. a plastic bead to replace the insulators, the tension weight is replaced by a disguised hollow tube and a real weight is suspended beneath the baseboard. ■

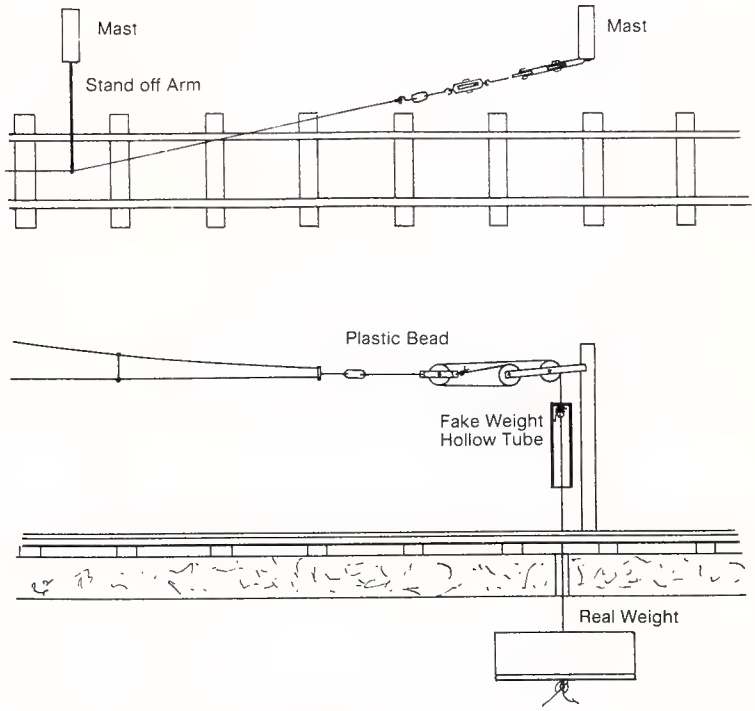


DIAGRAM 2

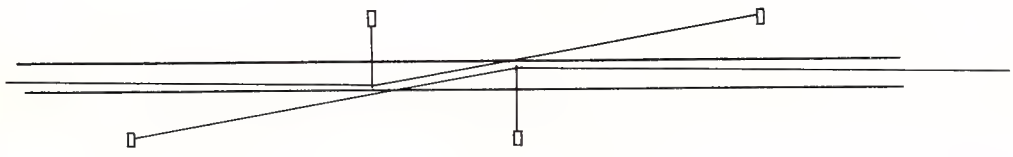
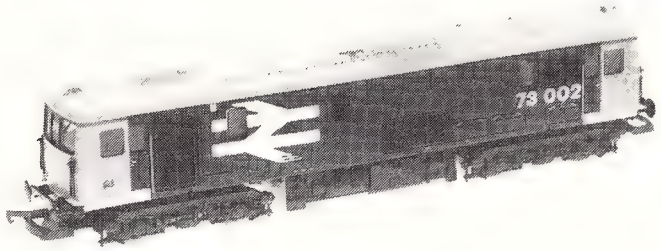


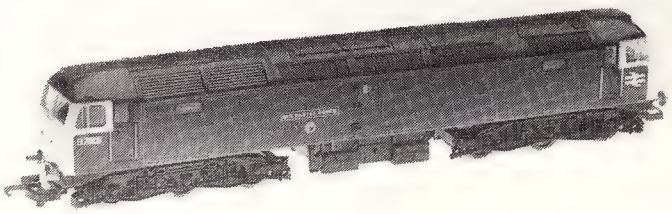
DIAGRAM 3
Typical Arrangement of End of section.

PREVIEWS

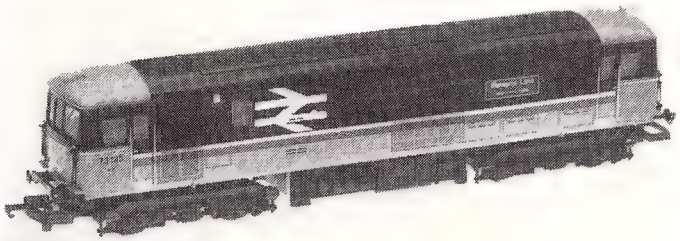
The British Rail Class 73 electro-diesels are extensively used by the Southern Region and have seen a range of colour schemes in recent years. The Lima OO scale model has been decorated with a number of these liveries for the benefit of BR modellers.



73002 represents the BR blue Railfreight livery with large emblem and numbers.



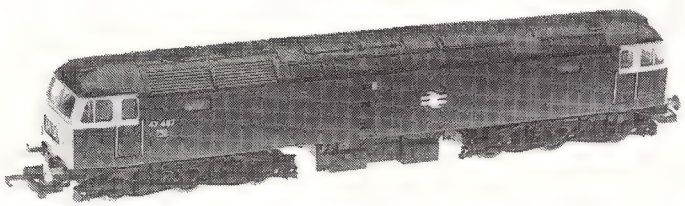
73004 appears in the BR blue livery with small double arrow symbols and is named 'The Bluebell Railway'.



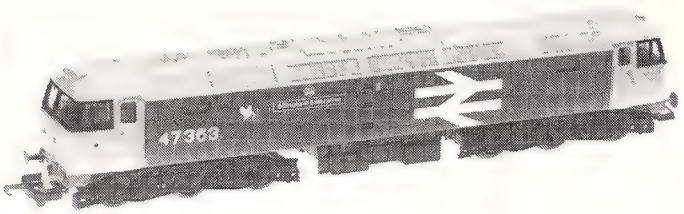
73125 is painted in the latest BR inter-city livery with special 'Stewarts Lane' livery.

E 6001 represents the early BR green livery which was superseded in the 1960s.

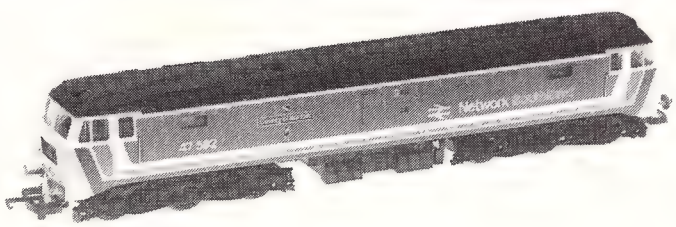
The Class 47 diesel was first introduced by British Rail in the mid 60s and has seen many livery changes in recent years. The Lima OO scale model of the Class 47 has been released in some of these liveries.



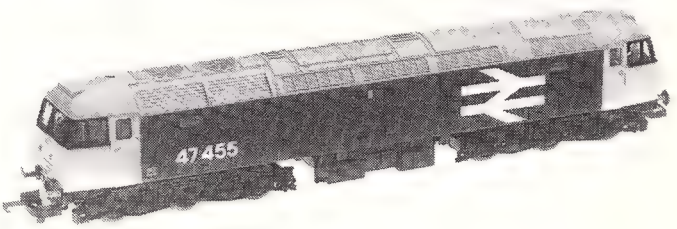
47487 has been painted in the original British Rail blue livery and is decorated with a small double arrow symbol and small numbers.



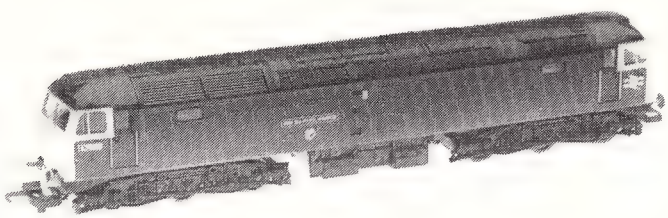
47363 appears in the grey Railfreight livery with enlarged yellow ends and large emblem. It has been named 'Billingham Enterprise'.



47582 is painted in the new Network South Eastern livery and is named 'County of Norfolk'.



47455 is painted in the blue Railfreight livery with enlarged yellow ends and large double arrow symbol and larger numbers.



47628 is painted in the old Brunswick Green GWR livery which was applied to several diesels during the GWR 150th anniversary celebrations. It has been named 'Sir Daniel Gooch'.

47164 was a special repaint by Stratford depot in standard BR blue with small numbers and small double arrow symbol but with a silver roof and large Union Jack on the side.

A.M.R.M. NEWS

Compiled by Bob Gallagher

Over recent issues the opening remarks of this column have almost always been negative. Either blaming someone or other for problems relating to late delivery of the previous issue appears to become almost normal. So let us look at our problems in a different light.

There is no secret that our April issue was dispatched a few days after the anticipated deadline. Unfortunately the Easter holiday period delayed the mail delivered copies of some, but why did it happen. Who can be blamed. Confidently we can say that no individual can be held responsible. But the right of every Australian to leave a job on short notice was a major factor, along with the inability of the Australian workforce to supply sufficient qualified tradesmen for all needs. Another contributing factor was the right of an Australian not to work overtime, just because the boss has a customer who wants his job finished to a deadline.

On a very positive aspect we can sincerely thank the Australia Post workers at Matraville who moved 900kg of magazines through their hands in a very short time. Likewise the employers of our subscriber mailing house are to be thanked for being so flexible. And a big thanks to all those readers who did not bitch about the late delivery but sent their appreciation for receiving such an interesting issue. We had a hard time preparing it, and these comments certainly encourage us to try for a bigger issue this time.

Articles . . . Please

With the publication of two bumper issues, in which over 120 pages of editorial content have been used, we find that our stock of articles diminished and would welcome the support of readers, especially those who have made contribution offers in the past. What do we need? You the reader or modeller of a minority interest would know what you would like to see, so put pen to paper. If you need photographic or editorial help, please do not hesitate to ask.

Another Break-in

It is disappointing to report that once again one of Sydney's leading hobbyshops was the subject of thieves. It is interesting to note that the participants were well informed, tidy and Victorian Railway modellers. In breaking in they did very little damage to the shopfittings or any other items in which they had no interest. In removing most of the VR locomotives and BGM Z van kits in stock, they did leave some products for the proprietor to sell the next day!

So if you find an acquaintance of yours has had a sudden influx of brass VR outline engines or is busy assembling a multitude of Z van kits, keep in mind that he may be one of the participants, and the authorities should be advised. We can do without this type of activity in this hobby!

Farewell Guys

Elsewhere in this issue we regretfully report on the untimely deaths of four members of the Corio Model Railway Club.

Over the past few years the editorial staff of this magazine has acquired and returned a fond and happy bond of friendship with the members of this club. But the news of the sudden and senseless deaths completely shattered each and every one of us.

Individual passing away are within our own capacity of acceptance, albeit to one's own grief. However to lose four friends simultaneously is devastating.

To the relatives of each we, on the editorial team, offer our deepest sympathy. We all have lost some close friends.

When we next meet . . . .

"The party's in your room tonight, guys!"

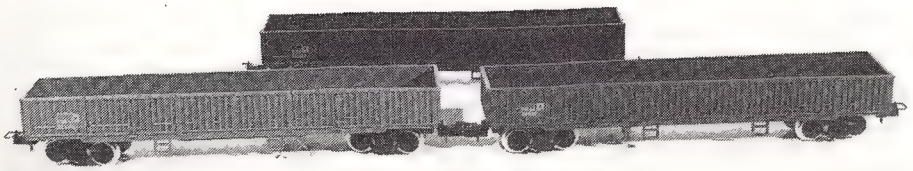
Forthcoming Publication

Jean Campbell of Jean Campbell Productions advises of a forthcoming publication titled 'Among Their Favourites', an album of photographs from Australia's leading railfan photographers. To be 152 pages in size the book will present a portfolio of the author and a collection of his favourite pictures. To titillate readers as to the personnel involved, the names Cotterall, Renton, Mead, Booth, Coles, Shield, Oberg, Anderson and Watts are involved. The publication promises to offer some interesting photographs while the individual portfolio on each photographer will give them the public recognition thet deserve. As the book will be a limited run, keep your eyes open at the regular outlets.

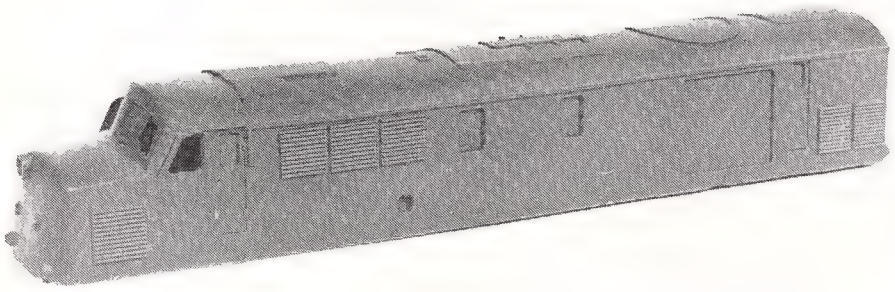
Back Issues

From time to time we receive requests as to the availability

Continued on page 85.

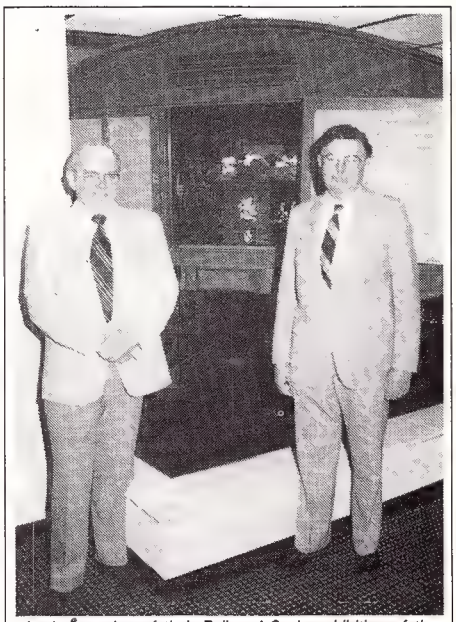


Powerline have released their popular NSWR BDX open wagon in four liveries. All are the standard Powerline wagons, fitted with metal wheels and European couplers and the NSW versions retail for $14.95 Painted black is BDX 28407; the PTC blue version being NOBX 28608 while the SRA red version is NOBX 28421. All liveries are representative of their period. The other version which retails for $11.95 represents the VR ELX and is painted in the brighter colour, has the large VR emblem on the side, is numbered ELX 413 and is fitted with plastic wheels. This model will be released under Powerline's Freightline label.

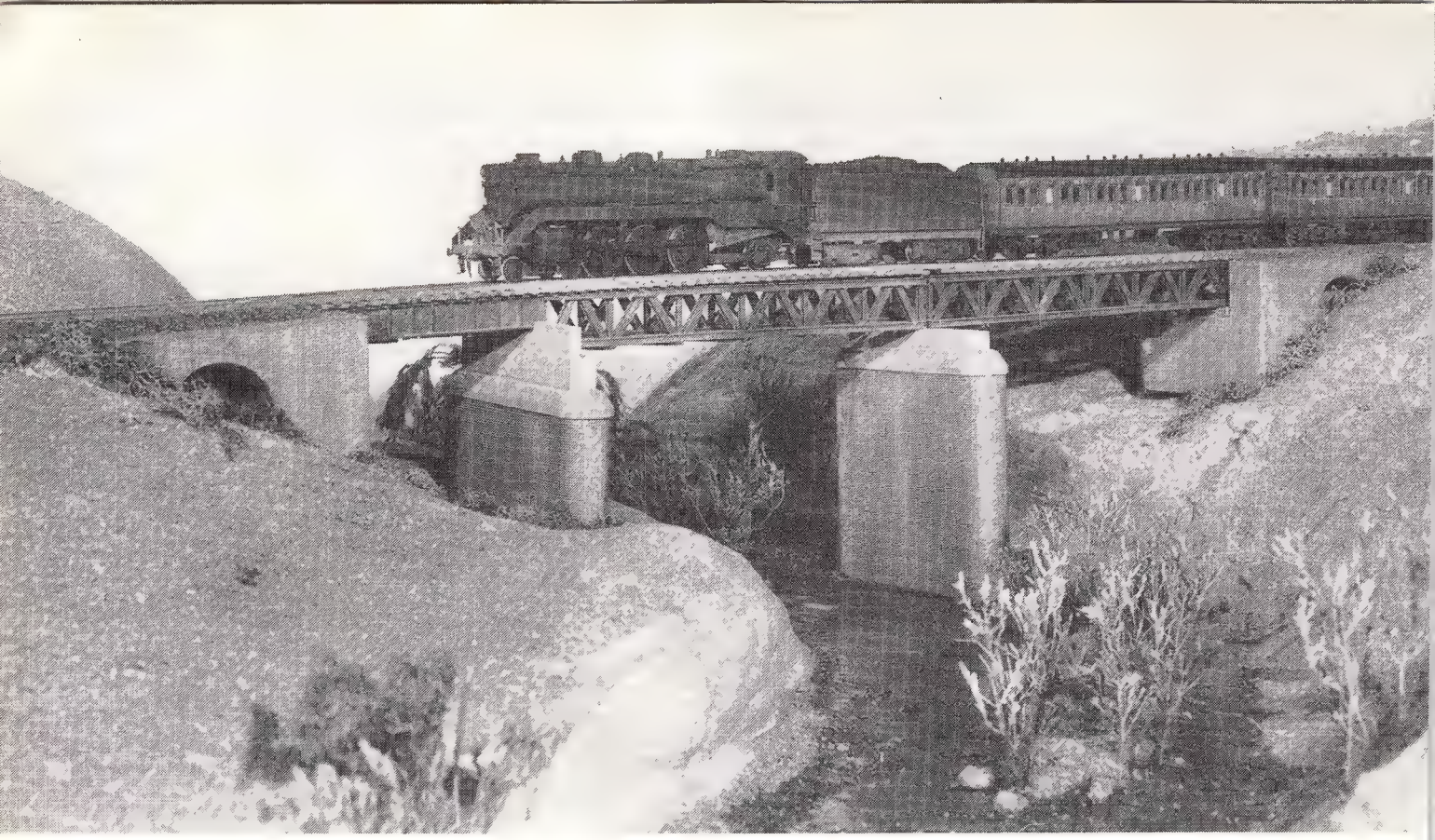


Northern Models have released an HO scale kit of the Queensland Railways 1200 class diesel. The one piece epoxy resin body is designed to fit the Lima 44 class chassis, modification details being supplied with the assembly instructions. Additional components supplied include epoxy pilots and fuel tank, styrene to make the buffers and wire gauze. The assembly instructions are hand written but well detailed with illustrations and a departmental plan of the QR 1200 class diesel electric locomotive. The kit is priced at $44.85.

Latest release from Replica Railways are the ex-Mainline tank wagons which retail for $14.95. They are available in two colours, the yellow Shell Electrical Oils version and the silver ESSO version. Both are fitted with the standard British coupler.



At the opening of their Rail and Scale exhibition of the Darling Harbour based Powerhouse Museum, Eddie Garde and Neil Cram pose for the AMRM camera in front of the tram hearse, one of the many rail relatated exhibits on display in the Boilerhouse section.



Possibly the largest HO scale exhibition layout on display in Australia the Queanbeyan/Yass NSWR layout displayed by the Queanbeyan Model Railway Group covers the NSWR main line through Yass Junction along with the Yass Town branch line as well as the Molonglo Gorge and the town of Queanbeyan. It takes a pantechnicon truck to move the layout and four men to manhandle each section. The above scene shows a C38 on tour duty negotiating the bridge over the Molonglo River.

EXHIBITIONS — 1989

The 1989 exhibition scene got off to a real good start with the Forestville (NSW) exhibition, closely followed by the Camberwell, Canberra, Bendigo and Sutherland shows. While the emphasis of this issue will be photographic, following are a few words on each show.

Forestville

Mallee Creek made a reappearance but under a new name, Mitchell Creek. The layout had been extensively reworked by its new owners, Andrew Gibb and Guy Parker. Col Rough premiered a new coal line layout, only this time Col has used On2½ scale. Many other regular layouts were on display including the North Shore Railway Modellers Associations 16.5mm gauge layout which once again was used tastefully presenting numerous prototypes.

Camberwell

Camberwell 1989 can be quickly reported as a display of some of the finest exhibition layouts currently on the scene. The organisers invited Crafton, Broadford, Franklin County along with the Marklin bus and combined them with AMRA's Kyneton, Kingfield, Twinlakes and Maine Railroad, Emu Mountain and Lake Leake Railroad, Clinchfield, (the debuting) Frankenbergbahn, a large LGB display and a delightful Hornby display. Although most of these layouts have been seen a number of times, there was still plenty to see. The two new displays, Frankenbergahn and the Hornby layout were quite refreshing. Although the German display was built by the same team from Geelong as many other layouts, the new display does not include any parts of previous layouts. The Hornby display was in the form of a large L shaped layout, with plenty of green fields between tracks, something different in an English layout. The models used on the display featured some very popular Hornby items including the Flying Scotsman and of course Thomas. An exhibition these days would not be complete without the smiling face stuck to a tank engine.

Added to these was an excellent tutorial display from Branchline and friends in the form of a layout under construction, the only negative feature being the noise emitted by the power saw. Other features new to Melbourne were the Marklin bus and TNT-Harbourlink's mono-rail layout.

The Victorian Branch of AMRA held their usual competition, which was well supported. The winners were:-

Best Locomotive — Brian Dennison
LMS Beyer Garratt No.4992
Best Rollingstock, Passenger — Peter MacDonald
V.R. 7ABW coach.
Best Rollingstock, Freight — Peter Jenkinson
V.R. GJF 273 grain hopper.
Best Lineside Structure — Ritchie Congleton
Mornington Loco Shed
Best Australian Produced Kit (Fybren Award)
Peter MacDonald — VR 7 ABW coach.
V.R. U1133 van.
Best Model — AMRA Cup
Peter Jenkinson — V.R. GJF 373 grain hop-
Best Junior Model — Jonathan Boswall
per.

Awards are also made at Camberwell for the layouts on display. The results this year were:-

Best Private Layout —
Crafton — Rod James.
Best Commercial Display —
The Marklin Bus — Bill Silvester.
Best Group or Society Display —
Kyneton — A.M.R.A.
Best Display by Public Vote —
Franklin County — Gerry Hopkins.

Canberra

March 18-20 saw the second exhibition hosted by the National Model Railway Group in the Nation's capital. Held as part of the Canberra Festival this exhibition presented one of the finest provincial/suburban exhibition seen for many years, but the attendance figures did not reflect the quality of the combined displays. Unfortunately the damp weather was not an asset.

The displays covered Australian, British and American prototype and scales represented included HO, OO and N. These included Graham Clancy's LMS N scale Thornbury, Ross Balderson's N scale Burbong Bridge, Stuart Gordon-Douglas' OO scale LMS & LNER Hillsborough, Peter Weller Lewis' HO scale C&O based Elk Run, Les Whaley's OO scale Little Woodland, Queanbeyan Model Railway Group's HO scale Queanbeyan/Yass, the QR HOn3½ Glasshouse Mountains by Peter Cole and Reg Smith, the Canberra Model Rail-

way Clubs' HO scale Forrest Bank and Rod James' Crafton which dropped in on its way home from Melbourne.

Among many fine layouts, Lloyd's Model Railways Ross Balderson's N scale display stood out. Still being constructed, this layout features NSW Southern Highlands scenery with the township of Bungendore and is highlighted by the two bridges at Burbong.

Bendigo

While not attending Bendigo, a few reports indicate that the exhibition featured Laurie Green's Hon3½ display of the Rio Grande, the scenic feature being the snow scene. Other features included the new N scale layout by Allan Rice which includes a double main track based on Cheyenne in the USA. With the continual support of the Corio Model Railway Club, this exhibition honoured the four Corio members who had recently lost their lives in an horrific road accident. This tribute took the form of display on one layout and the inauguration of the Phil Hayward Shield. The Bendigo Model Railroaders have initiated this shield in honour of Phil, and it is awarded for the 'Most Appreciated Layout'.

Readers with families looking for a place to visit over Easter and the following week of the school holidays are encouraged to look at Bendigo. Over this period this city puts on one of the best festivals in the country, the model railway exhibition being but one small part of the 'Easter Festival'. One point though, book early . . . it is also very popular with tourists.

Sutherland

On a cold, wet and miserable weekend of late April 1989, the Sydney N Scale Model Railway Club held its 1989 exhibition at a new venue in the suburb of Sutherland, south of Sydney.

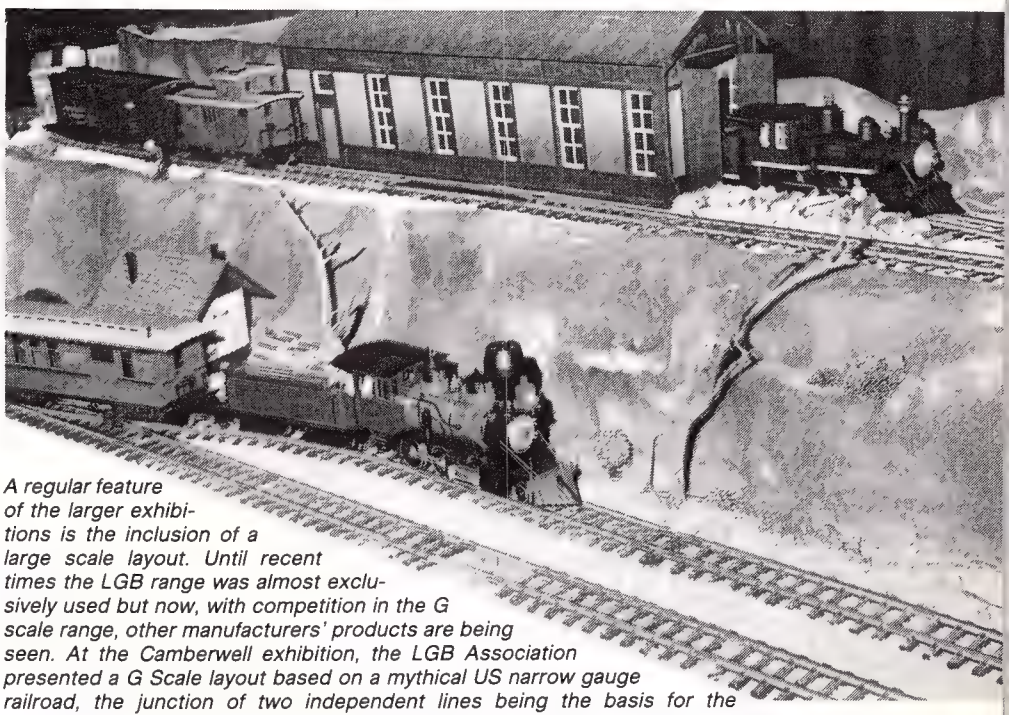
There were 13 exhibits listed on the programme, with the furthest being the Sydney Tramway museum, 1km away at Loftus. Can we count that being Australia's longest layout?

Being organized by an N scale club it was innevitable that there would be an abundance of N scale layouts there. These were made up by the KGM group, Sydney N-Trak, Dead River and Smokey Flats, and Sydney N Scale modular layout all featured heavily US practise and all were up to excellent standards.

Northern Europe in Z scale, owned and operated by Dieter Hinzmann, was the first large, complete Z scale layout I have seen. I was impressed.

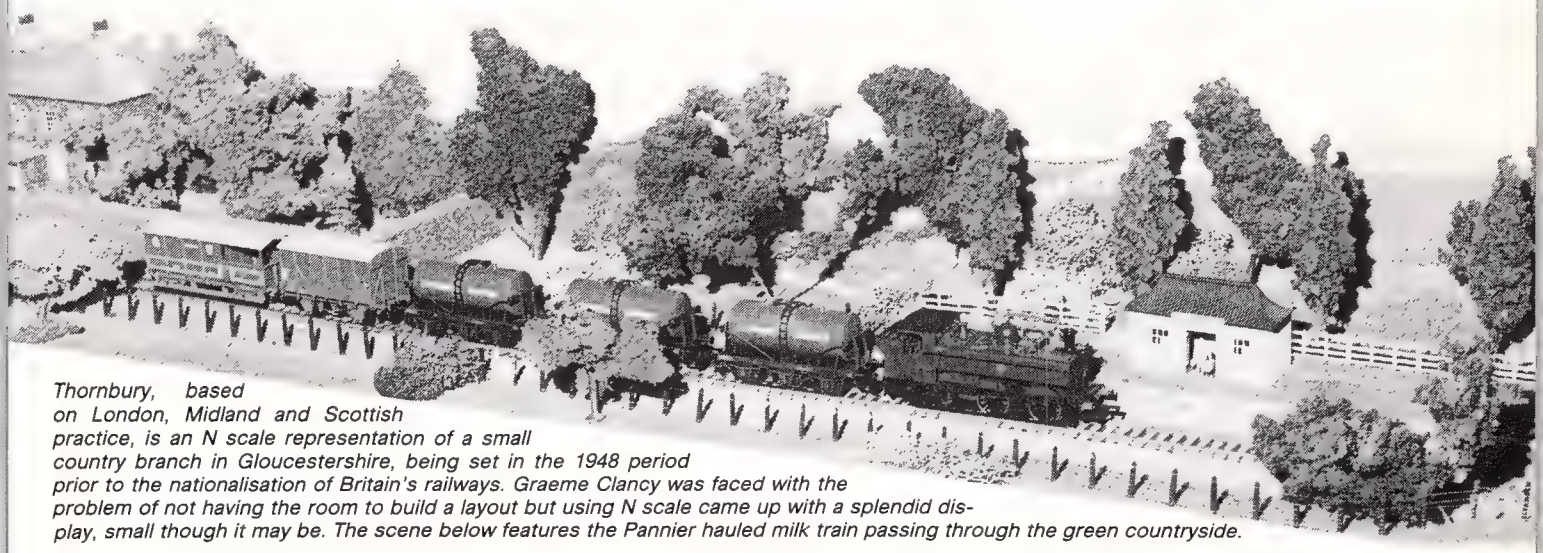
Similarly, Dammerung Eisenbahn by Les and Dawn Goldie, was a Marklin Gauge One layout which was operating as a layout. Trains were shunted and made up, locos were

Forrest Bank is an HO scale NSWR based layout exhibited by the Canberra Model Railway Club Inc. It is based on a fictional area close to Canberra and takes the form of a small passing loop station in hilly country. Interestingly it is built on four timber doors, which makes for easy transportation and assembly. The layout is highly detailed and includes a 'burning' bushfire scene, track gangs and a painter at work on the signal box. As the painter is putting the final touches on the box it has a brilliant cream finish, making it an extremely difficult task to photograph. In the above scene a heavily weathered D50 class pulls the local pickup into Forrest Bank.



A regular feature of the larger exhibitions is the inclusion of a large scale layout. Until recent times the LGB range was almost exclusively used but now, with competition in the G scale range, other manufacturers' products are being seen. At the Camberwell exhibition, the LGB Association presented a G Scale layout based on a mythical US narrow gauge railroad, the junction of two independent lines being the basis for the trackplan. On display was a mixture of commercial lines and scratchbuilt equipment.

Photography by Bob Gallagher.



Thornbury, based on London, Midland and Scottish practice, is an N scale representation of a small country branch in Gloucestershire, being set in the 1948 period prior to the nationalisation of Britain's railways. Graeme Clancy was faced with the problem of not having the room to build a layout but using N scale came up with a splendid display, small though it may be. The scene below features the Pannier hauled milk train passing through the green countryside.

Broadford the HO scale layout built by Keith Trueman and based on the Victorian mainline station of Broadford was featured in the August 1988 issue. On display at Camberwell it gave Melbournians the chance to see a Queenslander's view of modern day V/Line operation, and the layout proved quite popular with many viewers identifying with many of the scenic details. Model wise, Keith has increased his rolling stock roster to the point where he no longer needs to borrow stock to run the layout in a prototype manner. One new train on display was the V/Line country passenger service comprising the orange N car set hauled by an orange and grey B class. This train is illustrated above passing through Broadford on a Melbourne Up service.

A feature of the Canberra exhibition was Ross Balderson's Burbong Bridge. The deeming feature of this NSWR based N scale layout was its uncanny realism to New South Wales Southern Highlands scenery as well as the realistic farm scenes. In the scene above, a 44 class hauled freight passes the large shearing shed which was in itself very highly detailed including the horse mounted farmer and his dogs forcing the sheep into the yards. Ross has made good used of scenic details painted on the backboard, these details adding to the depth of the display as well as to the atmosphere of the scene.

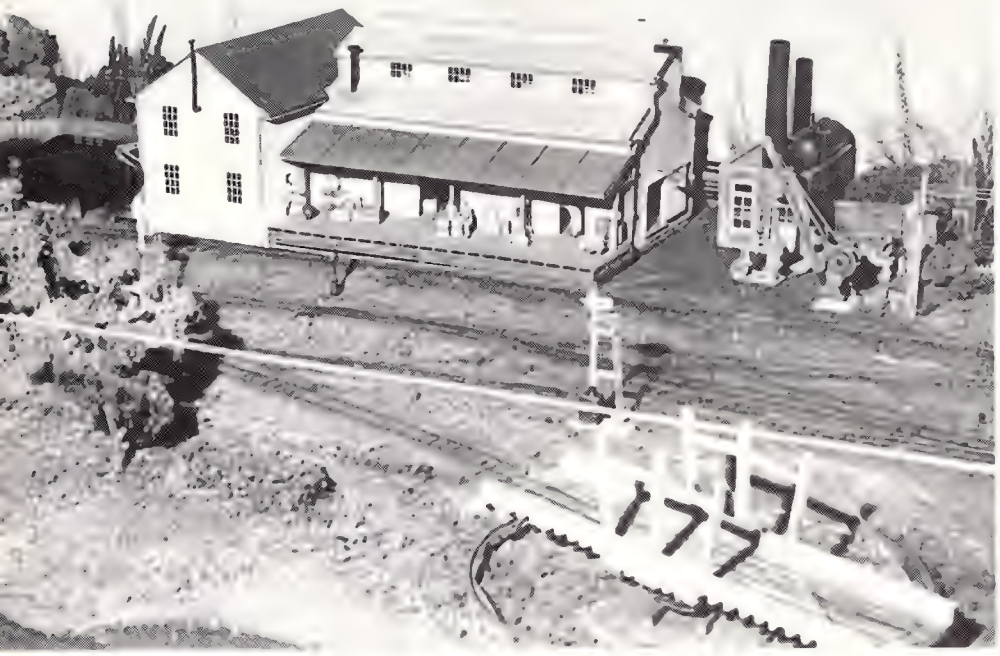
Illustrated below is a scene of Frankenbergbahn, which made its exhibition debut this year. The layout is based on a medium sized town in the southern region of the Federal republic of Germany, the layout featuring diesel and electric traction. The scene in the foreground features Calw Station while to the rear is a steel works, which includes a large number of individual scenes complementing each other. The station building is a kit which has been aged, this process being applied during the assembly.

Kingfield Twinlakes and Maine was the predecessor to the high quality narrow gauge exhibition layouts now commonly seen at exhibitions, AMRM covering KT&M in the June 1983 issue. The layout made a reappearance at Camberwell 1989 with a few minor improvements being added. This layout has many fine features one of which is the excellent running capacity of the locomotives and rolling stock, and can be a source of many minutes of observing pleasure.

A feature of any exhibition is the display of the modelling work of individuals. In some instances the work of an individual may not complement the work of other club members, but the quality and originality is openly accepted and displayed. A case in point arose at Canberra when Fred Schmidt rolled out his vintage train on the rather modern Forrest Bank HO scale layout. Fred's models included the Baldwin built Z29 class and a group of timber framed rolling stock including the raised capola six wheeled guard's van. With the growing interest in pre 1910 NSWR, we will have to encourage Fred to write about his work.

Our nation's capital has drawn together people from all over this land. When you are a Queenslander in the ACT why not build a QR based display? Peter Cole and Reg Smith have done this with their Glasshouse Mountain layout which premiered in 1988. The diorama style layout is highlighted by many scenic features, including a pineapple plantation which 1324 is passing. The scale used is HOn3½ and we can expect more of this display in a future article as Peter and Reg are preparing an article on their display of the Sunshine State.

It would be interesting to count the number of regular exhibition attenders who have witnessed the above scene on Crafton where a D59 class banks a north bound train out of Crafton yard. This is but one instant where Rod James has used normal North Coast railway practice on his rather extensive HO scale NSWR layout. Readers will be given an insight of this layout in AMRM, where Rod not only describes his objectives in building Crafton but also takes readers on a railfan trip back in the days when steam was king.



Gerry Hopkins' HOn2½ scale Franklin County is now in its last year of public display for a new layout is presently being constructed. Despite this planned withdrawal from the exhibition scene, Franklin has not dropped in quality: quite the opposite, Gerry is still adding new or modified scenes. In this scene the modified Seebold & Sons warehouse is featured. Franklin County was featured in the October 1987 issue.

Another layout which has been on the Victorian exhibition scene for many years is Laurie Green's HOn3½ D&RGW layout. To cater for regular attenders and his own desire to alter the layout, Laurie has never presented the layout in the same configuration twice. This scene features the loco workshop scene at Durango.

Two more scenes from Ron Balderson's N scale Burbong Bridge layout. The above scene illustrates 44211 on a modern freight passing through Bungendore, while the scene to the right highlights the two bridges at Burbong, the road bridge no longer standing. This presentation is further proof that N scale can compete with the larger scales for being a scenic entertainment.

changed, and the whole thing run properly. It it was a change from just going round and round.

Ardglen (in HO) was there, even popular, and with some subtle additions plus varieties in trains.

Lymington Pier, a delightful point to point British OO scale layout portrayed a portion of south west England circa 1950-1960.

Col Rough's On2½ layout (when last I saw it) is now an HO layout representing shortline operation in the Blue Ridge Mountains of Northern Maryland U.S.A. Diesel shunters and shorty hoppers were the norm.

But a new HO NSWR prototype layout with a big future is Mitchell's Creek. Rebuilt from the ever popular Mallee Creek and operated by Guy Parker and Andrew Gibb, this large layout consists of four multi-level ovals with and large storage. Like Mallee Creek continuous movement was the norm. Ironically there was not one brass loco to be seen, all motive power being commercial units ! The layout featured some excellent scratchbuilt structures. As Guy and Andrew are only 20 and 19 years old respectively the modelling potentials of these young men have yet to be reached, and can only improve. Well done fellas.

Of course, no exhibition is complete without bumping into that regular bunch of exhibition followers. The usual gab session adds flavour to the event.

I enjoyed this exhibition, simply because of the friendliness shown by the exhibitors, plus the fact that I learned something which will help my modelling. After all, isn't that the purpose of it all? ▪

This report was compiled from details provided by Allan Brown, Bob Gallagher, Es Davies, Bill Clow and Ron Cunningham.

More photographs over page.

Another scene from Peter Cole and Reg Smith's HOn3½ scale QR based Glasshouse Mountains layout. In this scene 2179 hauls a freight train over the timber trestle north of the station. Peter and Reg are currently preparing an article on their work for AMRM readers.

The town was centred around a music shell, which in reality was a shell suitably detailed with musicians, audience etc. Hidden below the shell was a small speaker which emitted the sounds of the brass band on the podium. For those who wonder, no the conductor's baton did not move to the beat of the tune, although one imagined it did.

Die Kurbadtaleisenbahn, or Baden Baden, was a rather large HO scale layout which featured German prototype and was built by the boys from the Geelong Grammar Model Railway Society. It was demolished in 1987 and its replacement, Frankenbergbahn, making its this year. While Baden Baden had many features centring around the railway its scenic individuality was second to none in this country. Two of these scenes are illustrated on this page.

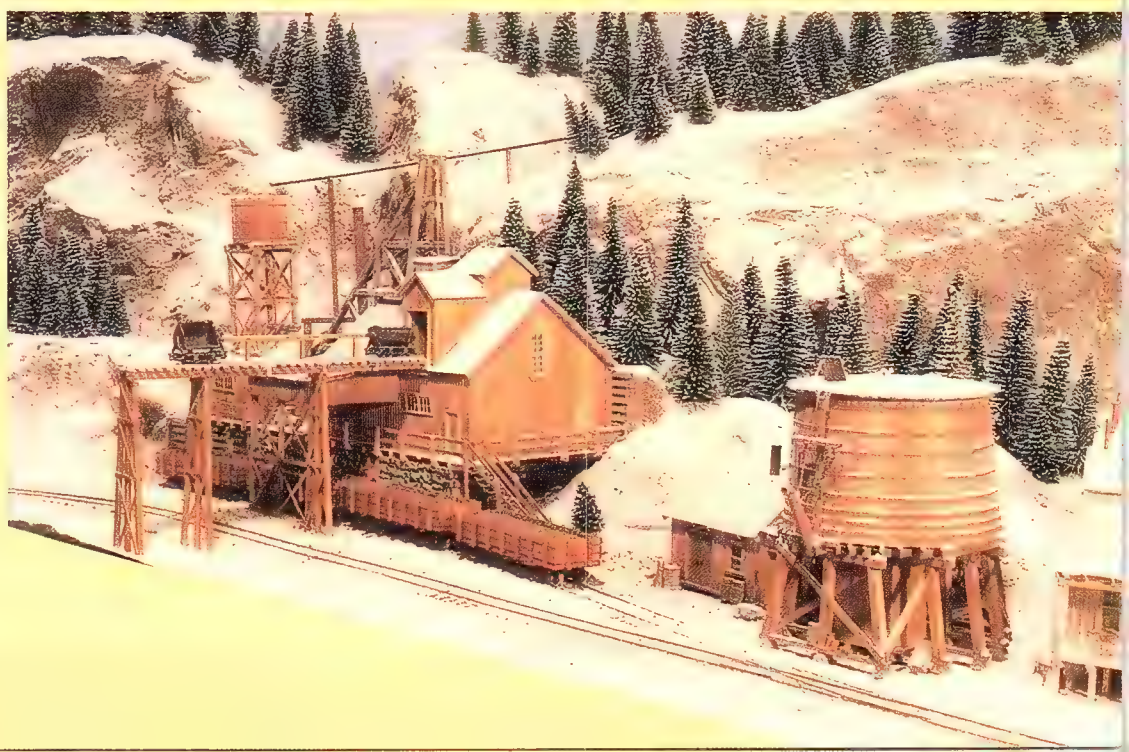
The Phil Hayward Shield and the tribute to Phil, Brian, David and Henry of the Corio Model Railway Club at the Bendigo Model Railroaders exhibition over Easter.

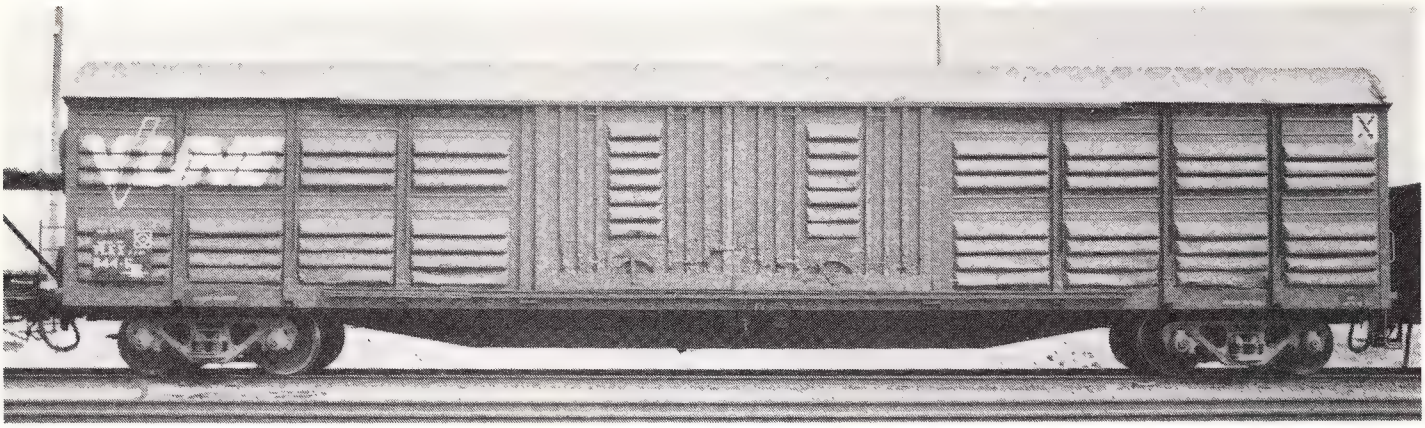
The river scene again made use of the many proprietary items available to the hobbyists and these made up the boating party and the bathers on the river's edge. The openness of this scene is in stark contrast to the denseness of the town scene, where the many structures appeared to be almost on top of each other. This is illustrated below behind the cathedral which is on the edge of the town centre scene. Like their new display, the Geelong boys age their buildings in the construction stage, painting the individual parts the dull hues of old weathered buildings. The kits are then assembled and suitably detailed. It is interesting to note the use of commercial brand names to detail the advertising hoardings on the sides of the buildings.

In February this year AMRM featured John Hill's Kyneton — above we present the Victorian Branch of Australian Model Railway Association's version of Kyneton, a layout with big curves and colourful scenery. At the Camberwell exhibition, operation was aided by the Melbourne Model Railway Society and it was during this period that the photograph was taken, the N class in the station on passenger service. As with John's Kyneton, this one also features the magnificent blue stone building and the majestic timber signal box.

The remaining two photographs on this page feature Laurie Green's Denver and Rio Grande HOn3½ scale layout in its current form. Although this layout is scheduled as the feature article in the next issue we present these scenes to allow readers to make a direct comparison with other exhibition layouts. The scene to the right is centred on the township of Durango, the town which has been relocated at least once in the life of this display. Laurie's ability to turn a kit into a magnificently detailed model is highlighted here along with his placement of figures which adds life to each scene. The layout has been exhibited under various names and track/scenery configurations in Victoria including Corio, Sunbury, Bendigo and Ballarat.

To finish off a part of the mountain scene Laurie added snow to a large area, particularly around the large mine, which was constructed from timber. The plaster based snow does not need the snow plough, although one is available for use if required nor does it detract from smooth running.





The two side of the VLEX are illustrated above and above right. Photographed at Broken Hill by Bob Gallagher in November 1988, both vans carry the modern V/Line logo.

VLEX LOUVRE VAN CONVERSION

Peter T. Ennis describes the conversion of two N scale Fybren Model's VLCX kits into a Victorian Railway VLEX louvre van.

Prototype

It was first built in April 1972 at Ballarat Workshops as the VSX class. Later for Freight Centre traffic within Victoria some vans were recoded to VSF. With national coding, the VSX became VLEX; the VSF became VLEY, then for Ettamogah Newsprint traffic 25 VLEX/Ys after modifications were classed as VLNX. Total built were 250, numbered 801-1050.

Wagon dimensions are: body 56'2" long, 9'9" width, 13'9" height from rail in Imperial dimensions, or 17.12m x 2.97m x 4.19m in metric. Capacity is 49 tons (4430 cubic feet), with a tare of 25 tons 17cwt.

FYBREN KITBASH

Requirements

- Two Fybren VLCX kits.
- Bogies and couplers of your choice.
- Miner handbrake wheel (not easy to obtain n in N scale).
- Styrene sheet in 0.010", 0.020", 0.030", 0.040" thicknesses.
- 0.007" guitar string (or thinner).
- Walther's N scale rule.
- The usual assortment of modeller's tools.

Prototype Imperial dimensions used in this article. These dimensions can be read off a Walther's or Data Sheet scale rule. The scale used for this conversion was 1:160.

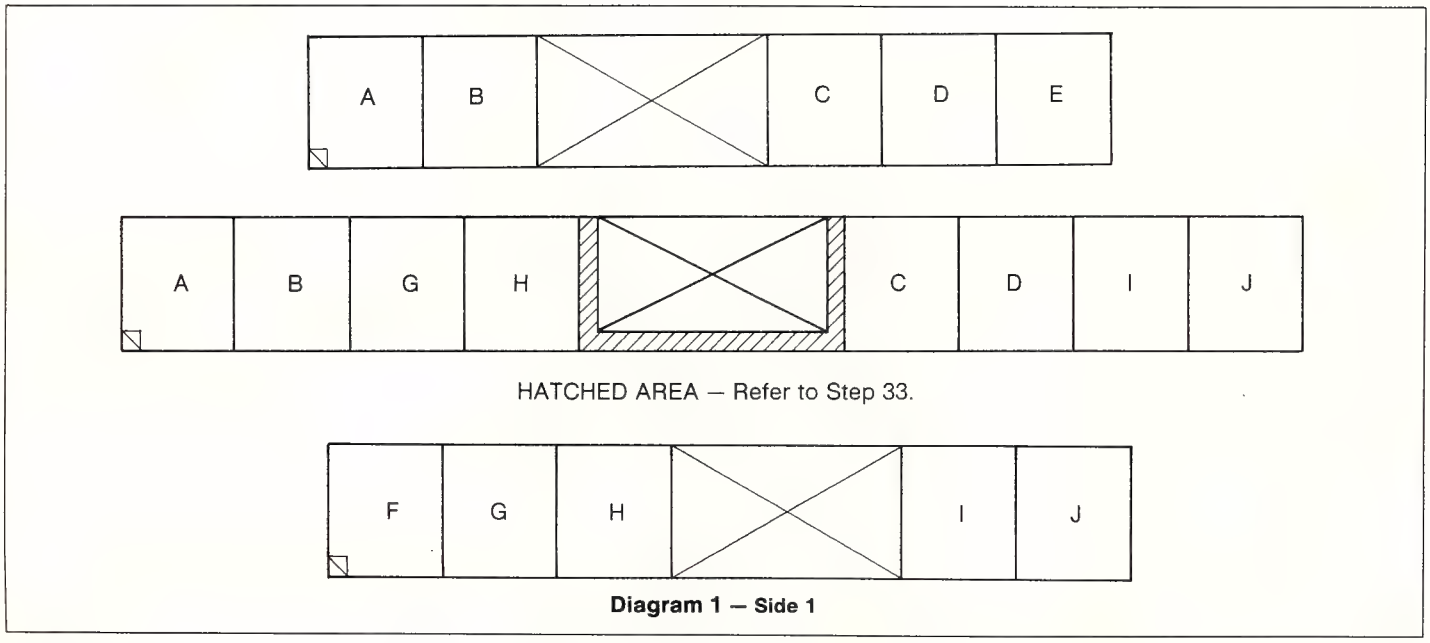
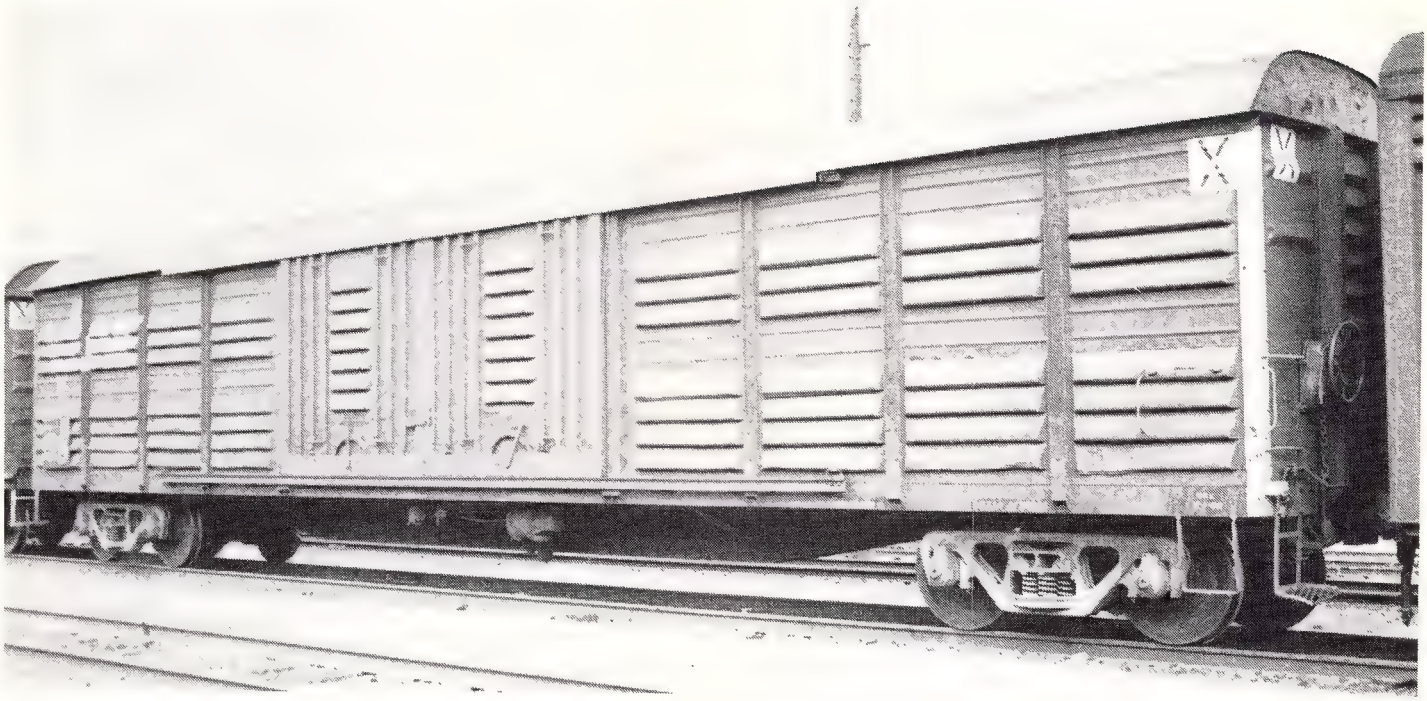


Diagram 1 — Side 1

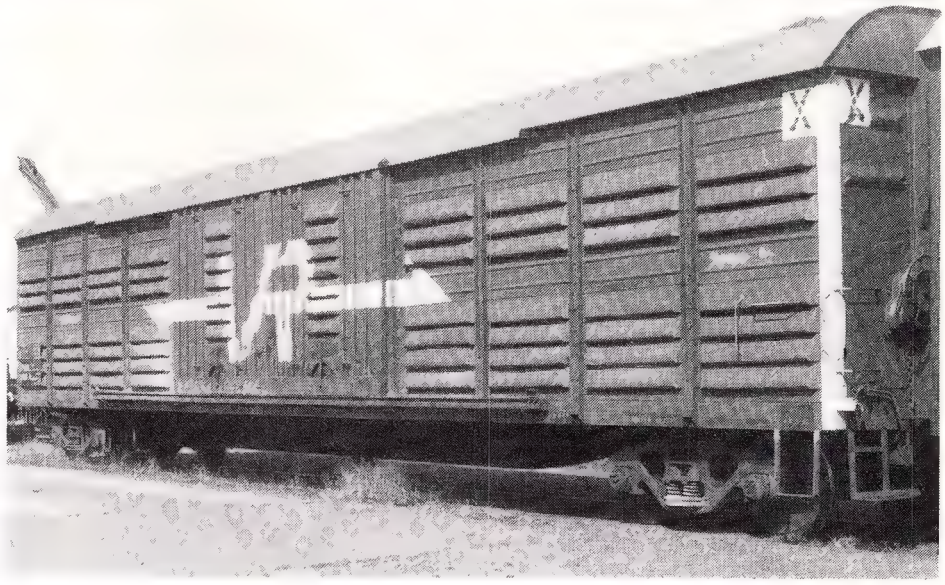


Side 1

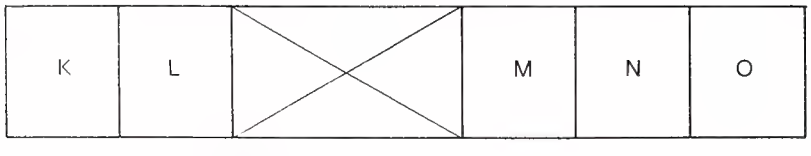
1. Remove two sides from *one* sprue. Lay the sides down as per the diagram with the van reporting sheet to the left.
2. Remove panel F cutting to the left of the external strengthening rib.
3. Remove panels G-H and file to a width of 9'9". Cut back the door runners on panel G to a total length of 7'9" measured from the right hand edge of panel H.
4. Remove panels I-J and file to a width of 9'3".
5. Remove panels A-B and file to a width of 9'3".
6. Remove panel E cutting to the right of the strengthening rib.
7. Remove panels C-D and file to 9'9" wide. Cut back the door runners on panel D to a total length of 7'9" measured from the left hand edge of panel C.
8. Join panels A-B to G-H.
9. Join panels C-D to I-J.

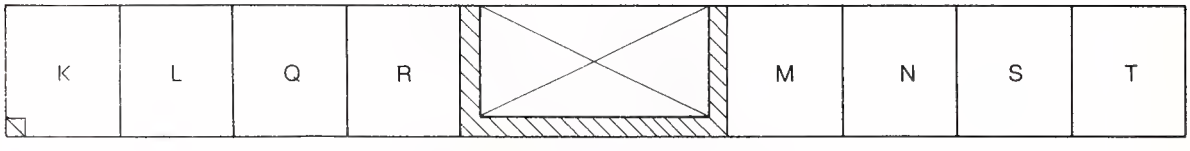
Side 2

Side 2 becomes a mirror image of Side 1.
10. Remove the two sides from the other sprue. Lay the sides down as per the diagram. Refer to Side 1 details .



VLEX 1014A at Nowra in March 1984, carrying the VR logo. Photo by Author.





HATCHED AREA — Refer to Step 33.

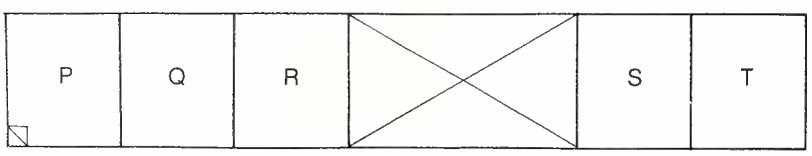
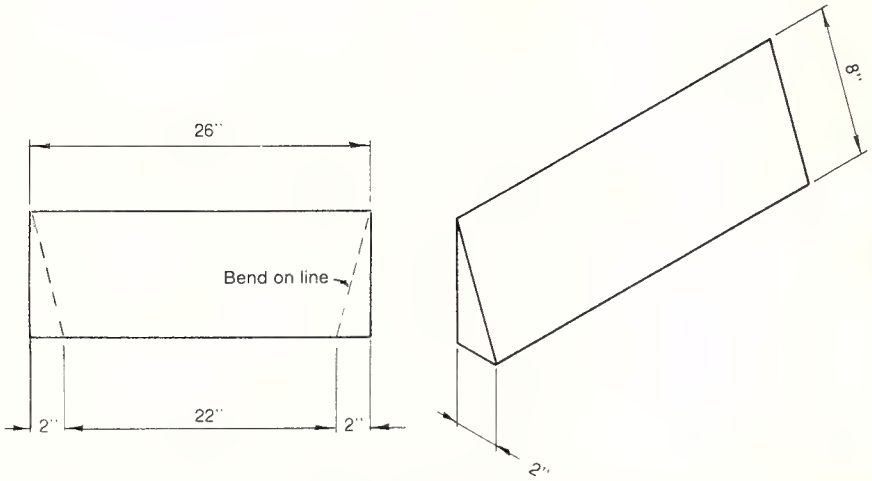
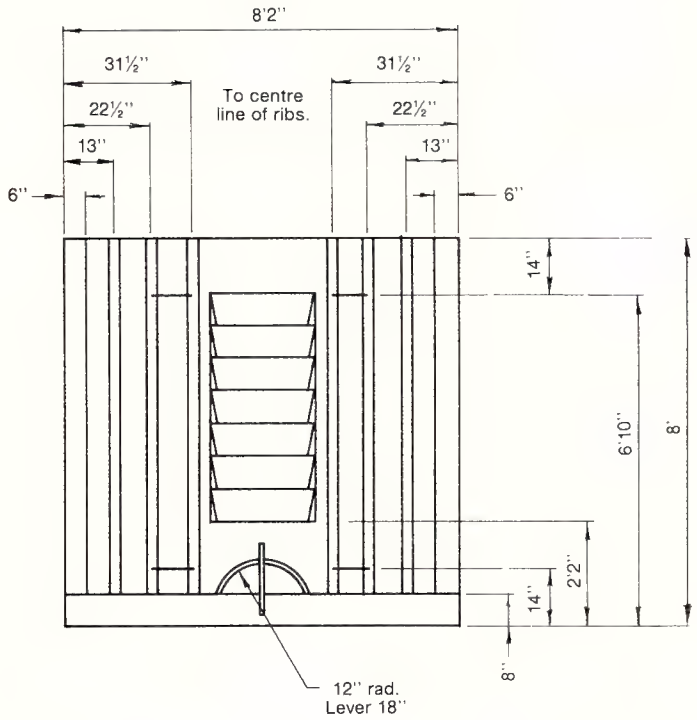


Diagram 2 — Side 2



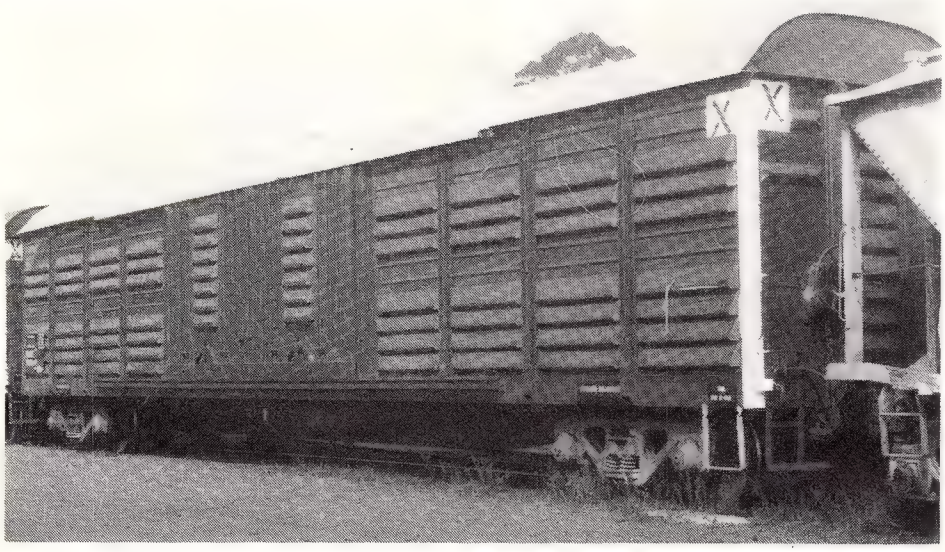
NOTE: All sketches not to scale.

Diagram 3

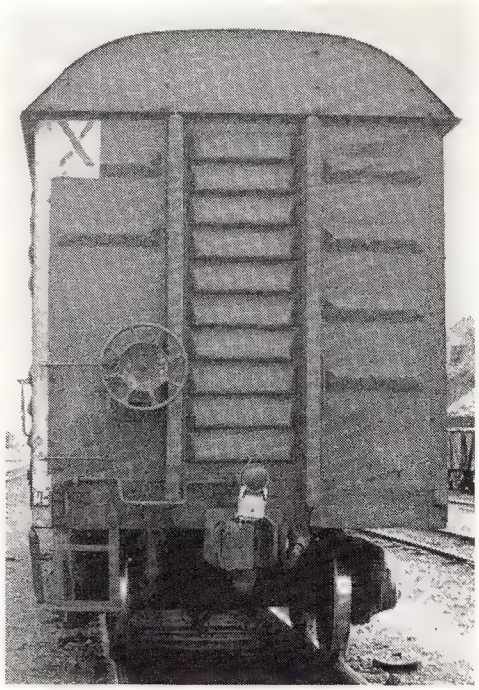


Door
Dimensions taken
from VLEX 964

Diagram 4



Page 82. Australian MODEL RAILWAY Magazine, June 1989.



The brake end of a VLEX at Broken Hill, battery operated guard and all.

11. Remove panel P cutting to the left of the external strengthening rib.
12. Remove panels Q-R and file to a width of 9'9". Cut back the door runners on panel Q to a total length of 7'9" measured from the right hand edge of panel R.
13. Remove panels S-T and file to a width of 9'3".
14. Remove panels K-L and file to a width of 9'3".
15. Remove panel O cutting to the right of the external strengthening rib.
16. Remove panels M-N and file to 9'9" wide. Cut back the door runners on panel N to a total length of 7'9" measured from the left hand side of panel M.
17. Join panels K-L to Q-R.
18. Join panels M-N to S-T.
19. From 0.020" styrene sheet make two 55' x 8'9" sections.
20. Allowing for the ends to be fixed later, glue side one panels to the 55' backing sheet forming ABGH, 18'2" space, CDIJ the total being 56'2" long.
21. Do the same as in Step 20 to form side two, forming KLQR, 18'2" space, MNST, for 56'2" long.

Doors

Previous to this conversion, I used two VLCX kits to make a VLDX, hence I had a set of ends spare that combined with the spare ends from this conversion to form the basis of the doors. Most of us do not carry a set of VLCX ends as stores items in our spares box so we have to make them from scratch.

Consequently this section is applicable only if making the doors from scratch.

22a. From a combination of styrene sheet, make two doors 0.050" thick 16'4" long by 8'.
23a. At a point 4'2" from each end, lightly mark vertical lines. Either side of each line mark two vertical lines 26" apart.
24a. A 2'2 and 6'10" from the door base mark two horizontal lines forming a central box for the louvres.
25a. Cut out and form 28 louvres from thick paper. Refer to Diagram 3. Starting from the top of the box marked on the door, glue the louvres in place.

A freshly painted VLEX 1039 at Nowra in March 1984. Painted the previous month, the van is minus a logo. Photograph by author.

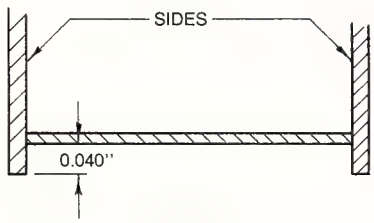


Diagram 5

26. From 0.010" styrene cut out eight 8' x 6" strips, twenty-four 8' x 3" strips and four 8'2" x 8" strips.
27. Attach the 6" strips.
28. Attach the 3" strips.
29. Along the door base attach the 8" strips.
30. From 0.010" styrene make the door opening levers and guide.
31. Attach the door grab irons.

For those with four spare ends, they can be used for doors, the advantage being that you do not have to make the louvres.

22b. Remove all external features except the central row of louvres.
23b. File ends to a width of 8'2" and 8' high, measuring from the base.
24b. Remove one lower louvre and two uppers, leaving seven.
25b. Glue a pair of doors to a sheet of 0.010" styrene that should be 16'4" long and 8' high.
26. Procedure from this step is the same for both doors.
32. Attach the doors to each side centrally with the top of the door 0.020" below the top of the wagon side.
33. Fill in the gaps around the doors, refer to Diagrams 1 and 2, with 0.050" styrene.
34. From 0.010" styrene, make up the lower door runners to match the moulded sections left on the louvred panels.

That completes the sides except for the upper door guides that will be fitted after the roof.

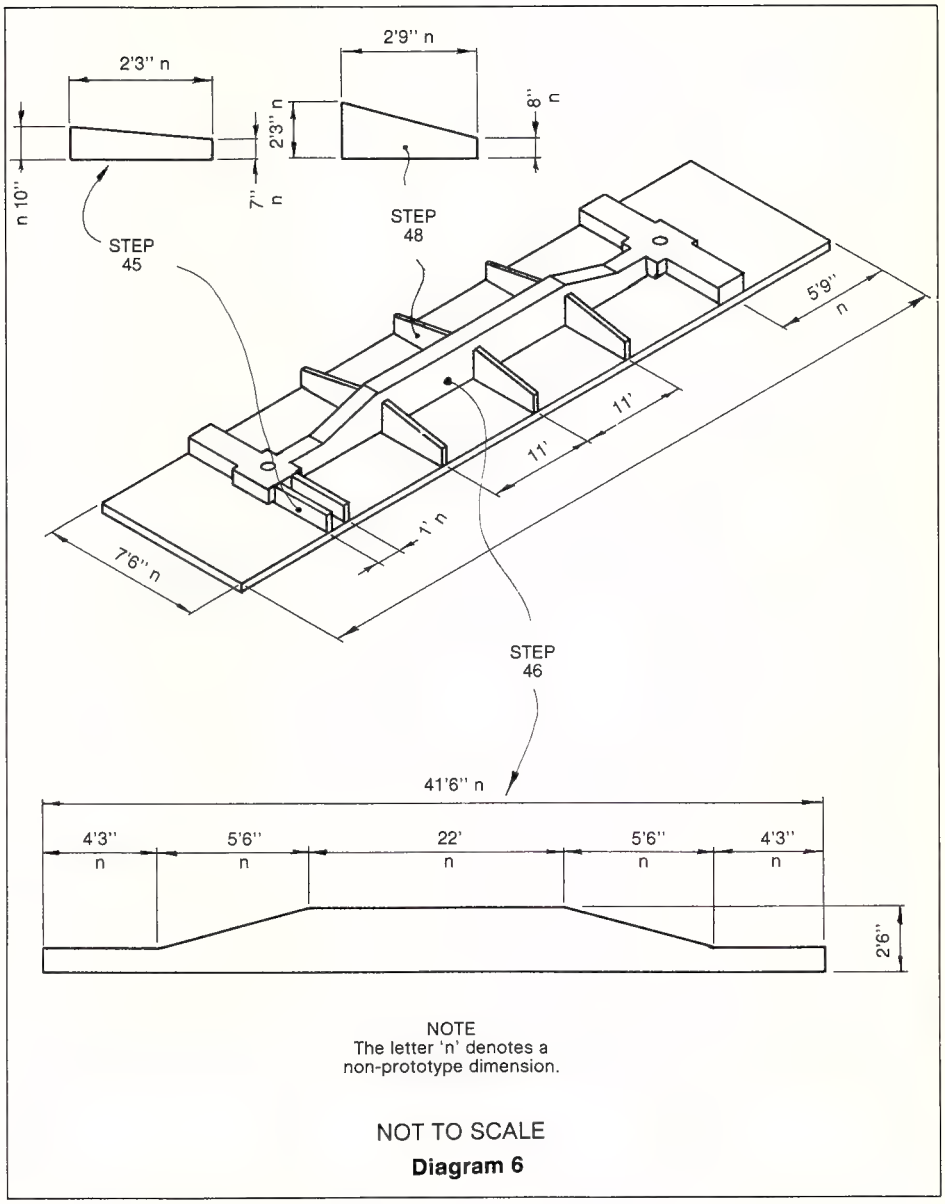
Assemble and Detail

35. File off the lever handbrake and grab irons then glue the sides and ends together in the normal manner.
36. From 0.020" styrene make the floor 54'9" x 7'2". Note these dimensions are to fit the model with 0.020" styrene bracing (refer S20 and S21) and are not prototypical.
37. Glue the floor in place as shown in Diagram 5.
38. Cross brace the sides against warping with 0.020" styrene cut to 7'2" x 9'.
39. Add weights sparingly as this wagon when complete is hefty for N scale. Secure the weights against movement.
40. Trim one roof to 39'6" and the other to approximately 17'.
41. Fit the roof and glue in place.
42. Complete the upper door guide with 0.010" styrene matching the new section with the moulded sections.

That completes the kitbash as such.

Underframe

The procedure for building the underframe uses Con-Cor bogies with Rapido couplers.
43. From 0.020" styrene cut out eight 2'6" squares and glue four together to form two blocks 0.080" thick. Determine the centre and drill a 0.075" hole to take the bogie centre pin.
44. Secure the blocks on the wagon floor 5'9" from the ends (6' prototype).
45. From 0.020" styrene make eight bolster sections, fix in position and cap with 0.010" styrene 14" wide extending to the outer edge of the wagon side.
46. From 0.030" styrene make two central underframe beams. Glue in position with the outer edge 6" from the wagon centre line.



NOTE
The letter 'n' denotes a non-prototype dimension.

NOT TO SCALE

Diagram 6

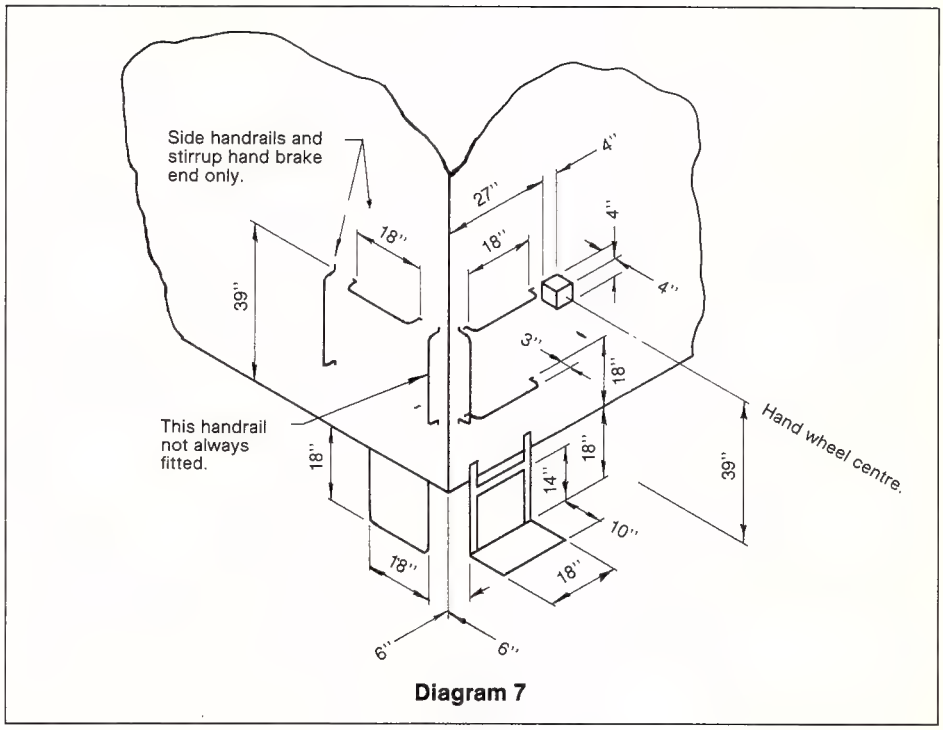
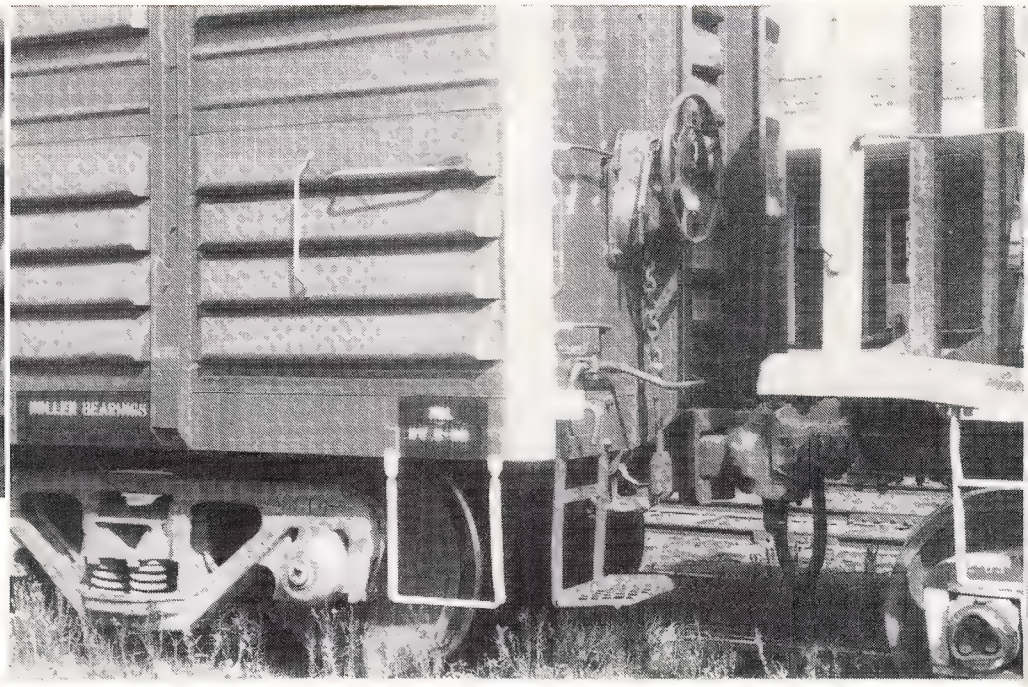


Diagram 7

47. Cap the underframe with 0.010" styrene 16" wide.
48. From 0.020" styrene make six underframe cross members, fix in position and cap with 0.010" styrene 6" wide.
49. Attach the handrails using the guitar wire. To fix the handrails on the wagon side, mark the position then drill a hole with a heated nee-

Reporting panel of VLEX 825 in February 1984.



Brake gear and grab irons on VLEX 1039.

dle before gluing.

50. Make up two shunter's steps from 0.010" styrene and fix in position.

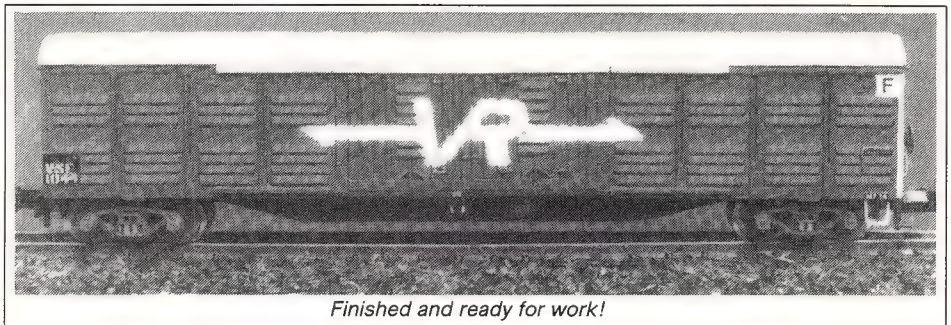
Painting

When the wagons were built, the colour scheme was body, underframe and bogies Russet Red, with the roof silver. In 1983 Vicrail became V/Line hence the VR logo that was standard for ten years was also to be changed. While the new logo was being decided upon, wagons leaving the workshops after repaints were left clean, so to speak, with no logo painted on the side. In February 1984 I sighted a VLEX with the V/Line logo painted on the left hand section of louvres and not central as the VR logo was.

A further feature to date your wagon or era that you model is the check letter that follows the last digit of the wagon number. This system was introduced in August 1983 to help identify the wagon when entered into a computer system, e.g. VELAS.

For those of us who use the VR logo, instead of using the decals supplied with the kits, with the decal still on the cardboard backing sheet, cut out the logo with a razor blade and use it as a template and spray paint the logo on the wagon side.

Bogie paint schemes? When the wagons are running in Victoria or South Australia on 1600mm systems the bogies could be VR Russet Red or ex-SAR grey. When VLEXs are running on 1450mm systems the bogie colours could be VR Russet Red, ex-SAR grey, NSW STA blue, AN orange or WAGR yellow. ▪



Finished and ready for work!

NOTE

Other articles by the author in this series include:-

VR Louvre Van U961	Issue No.130
VR VLDX Conversion	Issue No.155

MAILBAG

Continued from page 68.

should be. He was an excellent character, a dedicated husband and loving and caring father. In his business his attitude to his customers was never at fault. Friendliness and assistance were far beyond what was expected. Whilst all his business associates, relatives and friends mourn his loss to our community, we take heart in the fact that he has established a much respected commitment to our hobby and our sincerest condolences go out to Betty, David, Ann and Carolyn in their loss.

F.R. Gogarty,
Rutherford, 2320.

Sir,

Your correspondent on page 66 of the April issue has made a point but appears to have missed the details. The vehicle at issue, probably a Majorette White prime mover, has been fitted to a short wheelbase, high profile, single axle tank trailer. These are used in fuel deliveries at times where access is a problem but not usually with a 6x4 prime mover. Even so, if deliveries have to be made and the usual unit has failed, anything goes – even a RANGER rental if necessary. I live in Queensland, not Victoria, and am not qualified to comment on Shell's truck fleet but I would be prepared to bet some are in airport use.

I dare to suggest that a typical perception error has been made and that the largest object has been blamed. Whilst the truck is slightly oversize, the van in front is significantly smaller than the crossing gates. Compare both vehicles with the locomotive and see which is more out of scale. This exercise again proves the point made by the late John Allen – if you think it is good, then take a photograph and correct all the now obvious mistakes.

It is surprising that Peter has not complained that the Give Way sign is on the top of a very tall pole but it is reasonable to assume that vehicles were arranged hastily during the usual photo session panic and little time or consideration was given to context and perspective. Nevertheless, John Hill is to be congratulated for Kyneton is an excellent model railway representing the standard most would like to achieve if they weren't so busy reading about it.

Dare we ask to see some of the correspondent's model work? (Pete makes beautiful scratchbuilt wagons and he has been at it for eons.)

May I suggest that you will now have a flood of mail because the Merc prime mover in Scenic Route this month has just driven off and left its tank trailer without ground wheels – I do hope it is empty – but anything to oblige a busy photographer.

I have little to show for 44 years' modelling except for fine friends, happiness and satisfaction and thank AMRA, SCMRA and the Australian Model Railway Magazine for many years' input toward this enjoyment.

Max Chaseling,
Brisbane, 4120.

Sir,

The April issue has just arrived and for the first time I may have a useful comment.

In the Mailbag column, N scale problems were mentioned and I agree it is useless to produce drawings in this scale and to reproduce accurately on the material being used for the model.

I am in my late 60s and took up the hobby on retirement six years ago, having acquired some N scale stock and locos while abroad four to ten years ago. I finally screwed up courage to use some of the mechanisms in NSW outline and, using 2mm to the foot, made a C35 on a Farish Hall chassis, and a C36 on a Farish Black 5. A C38 started out as a Kato 4-6-4.

I use tinplate and/or shim copper, and find the easiest way to transfer the pattern onto the metal is to place the sheet onto 2mm squared graph paper and use a ruler and sharp scriber to mark the required lines from the reference points on the graph paper outside the sheet of tin or copper.

Bill Martin

Sir

I wish to commend the group at Train Trader at Narrabeen.

A couple of days ago, I went to my friend's house to get one of my locos weathered. He said, "Just do it yourself."

"How?" I asked.

"Just go up to the place at Narrabeen and buy some grimy

AMRM NEWS

Continued from page 71.

of now out-of-print issues. Unfortunately although we strive to maintain good stock of all issues there will come a time when this stock is depleted. At this point in time we are unable to assist readers in obtaining a copy except to provide the Market Place for advertising purposes. The Southern Cross Model Railway Association Service Division offers a photo copy service but this does not readily replace a fully printed copy. We do not plan to re-print any issues in full, but do suggest that readers frequent the second hand sections of hobby and book shops.

On the soon to become unavailable scene our Back Issue department is low in stocks of issues 92, 102, 104, 136 and 137 while issues 91, 94 and 106 have all gone. Also, due to problems during printing and its popularity, stocks of last issue (No.155) are also very low . . . so if you do not have you copy in a safe place, act quickly or be among the disappointed.

Lima Finescale Track

Lima's continued quest for finer detailed models was evident at the Sydney Toy Fair with the display of samples of their fine scale 16.5mm track. A nominated Code 80, the rail measures 2.25mm or 0.088" high with a 1mm head. The samples on display included curved and straight sections plus multipiece turnouts. It is understood that flexi-track will also be manufactured. This new innovations from Lima will be covered in our review section as soon as production samples come to hand.

Lineside

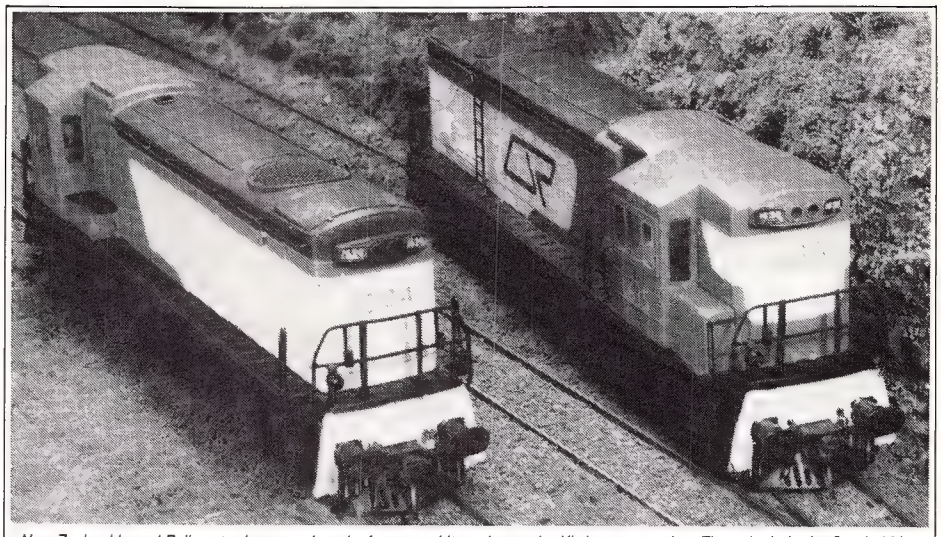
This issue sees the introduction of a new regular page in 'Lineside' which will feature photographs of models which recreate a prototype scene. James McInerney has been very busy in this domain and deservedly is the first to have his photographic work highlighted. Readers are invited to send in their photographs, either black and white or colour along with a caption that describes the (alleged) prototype scene.

Rail and Scale

Many readers will have seen the extensive display of NSWR models, mainly locomotives, at past Sydney exhibitions. They are part of a collection owned by Neil Cram. It is no secret that Neil's ambition is to collect an HO scale model of every NSWR locomotive class from 1001 onward. While striving for this goal he is also adding period trains to his collection, the variations of the Fish are one example and the blue 'Caves Express' another. To accomplish this goal Neil has sought the assistance of all the Australian manufacturers and has a special relationship with Eddie Garde, with whom he recreates some of the very special models. These include the red and custard NCR set and the AC Governor's car. Neil's overall objective of this collection is to have it on display at the Powerhouse Museum and in part, this has been achieved.

Monday April 17, saw the official opening of the display in the 'downstairs' Transport Exhibit area of the Boiler House section of the museum at Darling Harbour. It must be pointed out that while Eddie Garde has been credited with making all the models on display, he has only really had a hand in a small number of them. On display can be found highly detailed assembled models from Silvermaz, Classic Brass Models, Mansfield Models, Model Dockyard, Berg Brass Models, Trax, Powerline, Lima, AR, Rails North, Ian Thorpe, Paul Berntsen, Ray Pilgrim plus BGM and many others.

The work of Eddie Garde is highlighted, and deservedly so. Eddie is a fine craftsman and his latest work with brass etching



New Zealand based Railmaster have produced a few more kits to boost the Kiwi export market. These include the South African Class 34 GE U26C diesel and the Queensland Railways English Electric 1620 class. In Sn3½ scale the QR kits are designed to fit a shortened Athearn PA1 chassis. K&R Model Trains at Kippa-Ring (Queensland) have stocks of both the kit and ready-to-run version.

black paint." I, knowing nothing about weathering, said "OK, thanks." So off I went to Narrabeen to buy some 'grimy black paint'. When I got there the worker said, "You have to thin it down." Then we had a conversation about weathering.

"How did he say to do it?" he asked.

"He said to dip a rag into the tin and then wipe it over your locomotive," I said. No, this loco was not a candy, if you're getting any ideas, but it was a V/Line S class.

So if the people who were at Train Trader didn't know what they were talking about, I would have one very dirty locomotive.

But I found another way to dirty it. You get some pencil shaving and sort the lead from the other stuff, then pour the lead on the spot you want weathered and rub it in with your fingers. But don't touch it for a couple of hours, otherwise your finger marks will turn out on it. I hope this may be of some use to your magazine readers. Oh, and by the way, thank you for a great magazine; keep up the good work.

Paul O'Flaherty,
Cromer, 2099.

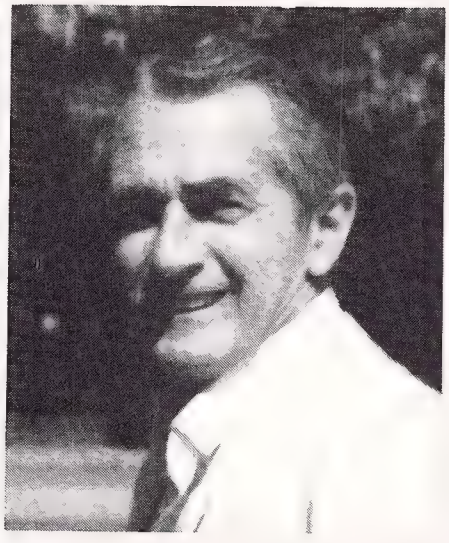
Sir,

Re the article by Ron Cunningham on the CHAF and WHAF wagon in the April issue, I seem to remember this open wagon being used on a number of occasions to lay ballast on the tram tracks of the Sydney harbour Bridge.

I remember seeing the wagon occasionally from the tram I was on during my childhood visits to the zoo in the late 40s.

Allan James,
Roseberry, 2018.

VALE



Jim Patterson

March 20, 1989 Aged 59

After a prolonged illness, James Patterson, the proprietor of Punchbowl Hobbies, passed from this life on Monday, March 20. Affectionately known as Jim, he served the Sydney model railway fraternity since 1976, always with a smile, no matter what problems were being faced.

James Ernest Patterson was born August 4, 1929 and grew up in New Zealand's Canterbury district. After training as a mechanic, he joined the New Zealand navy as a stoker mechanic graduating as a Petty Officer. This six years saw service in Japan and Korea, as well as serving on the Black Prince at the Coronation of Queen Elizabeth II.

Upon discharge from the Navy he helped work the family farm, south of Auckland, and on a holiday south met and later married Betty, his joyful companion for the next thirty-three and a half years. From November 1956 they lived at Papakure where Ann and David were born. Moving to Sydney in 1963, Jim started a N.Z. company manufacturing forklift trucks and in 1965 was blessed with the birth of Carolyn.

In 1976 he fulfilled a long held dream, by purchasing a hobby shop. At that time the hobby section was a small space in the rear of a craft shop, but this was soon changed, with priority given to model railway equipment. Jim's interest in trains arose when he purchased for David a train set and, being the normal father, did not allow his son to play with it for some years. This interest was later revitalised when, along with David, he visited Des Brien's newsagency, which then had a significant model railway section.

Jim's enterprise soon outgrew the small shop at Punchbowl and he then purchased a disused petrol station. gradually turning this uninteresting site into Australia's first drive-in model railway shop, which is now highly rated by the model railway fraternity.

This growth was not easily obtained, for Punchbowl Hobbies was the first outlet in Sydney to be opened seven days a week. The hobby as a whole also benefited by a number of Jim's initiatives. He was the first to unearth the highly acclaimed North Yard products on a visit home, and quickly made them available for Aussie modellers. It is also now well known that he negotiated with Kato to release the HO scale Alco RSD4/5 in Australia under the Punchbowl Hobbies name, and he was the force behind the formation of the Independent Hobby Shops Association.

Despite these activities, Smiling Jim, along with Betty, Ann and David provided the model railway fraternity with an extensive range of products, many of which were specially imported to cater for local needs. The interest in providing modellers with quality imported goods saw the formation of the wholesale company, J & D Imports in 1987/1988. With this enterprise Jim planned to fill a truck with model railway products and take them to the retailer, enabling first hand selection of products. Shortly before his death Jim was able to drive this vehicle on its first journey.

Jim was highly regarded by all of the model railway fraternity, his infectious smile overcoming many hurdles, to the benefit of all. His drive to serve the model railway hobby will be continued by his family, Betty, David, Ann and Carolyn.

Jim Patterson, will be fondly remembered by many in this hobby.

To the past a Tribute,
To the present a Memory,
To the future an Inspiration.

is superb. Many of the unusual models on display are his work and he is still working on a model of locomotive No.1 to complete the display.

Also included in the display are planned loco 3701 and the Tea Lady livery on 42219. Both add a bit of humour and locomotive engineering evolution to this very impressive display of HO scale models.

It is expected that these models will remain on display for two years, but do not wait that long to visit the Powerhouse. You will need at least an hour to observe the models, plus another week or so to see the rest of the museum. If you only want to look at the railway items on display (model and prototype) allow at least three hours and do not be upset if you find the day gone when you walk out of the doors.

Commercial News

The fluctuation of the Australian Dollar in February will have quite an effect on the model railway hobby in Australia. At one stage the dollar nearly got to the value of 90 cents on the US dollar, but dropped back to 79 cents at another stage, and is now steadying. When the dollar is high, it is cheaper to purchase from overseas and the reverse when the dollar value is low. This is usually reflected in the price of newly imported items.

Fybren Models advise receipt of some new stock from Mike's Models which includes the NSWR water crane. Graham Farish stock to hand includes the Flying Scotsman in three liveries, long wheelbase four wheel stock, BR Freightliner van, flat top with 30ft container and two open wagons. From Dapol they have received the 0-4-0 Pug, 4-4-0 City of Truro, 2-6-2T Prairie Tank, Stephenson's Rocket and BR Black Mogul. All are kits that were previously produced under the Airfix label.

Craftsman Models have released a new paint in their range of enamels. It is a goods wagon grey which represents the period when the NSWR was in full steam and Gunmetal lacquer the official goods wagon livery. Craftsmen are also planning the release of a green C38 enamel to coincide with the release of the Mansfield C38 later this year.

Broad Gauge Models advise of their VR SFX bulkhead flat wagon kit which has reached the die test stage with an imminent release promised. A feature of this wagon will be the tie down lugs which are being supplied separately, allowing the modeller to choose whether to use them in the normal unused hanging location or upward with a load tied in place. BGM received the pilot model of the A^2 a couple of days after the Camberwell exhibition and while they still expect a June 1989 release, they also advise that the bogies on the model will be assembled brass fabrication from Samhongsa.

Finescale Models advise they have received the pilot kits of their V/Line N class and have sent photographs to illustrate the quality of this DJH product. While the overall photograph is featured in the Finescale advert this issue, included are two photographs illustrating the detail on the etchings and castings. Of special note is the tread pattern on the footwalk. It is understood that the model, the pilot of which was provided with a DJH mechanism, will, for added tractive effort, be driven on both bogies.

LJ Models have released two new HO scale card kits, both based on commercial premises. V7 is an old style single fronted shop, which requires a 70mm x 130mm space. V8 is a pair of shops requiring a space of 100mm x 115mm. Both kits are typical of the shops found in small towns or in suburban areas which have not kept up with the concrete jungle growth. LJ have two more kits on their schedule. One is a small country police station, being based on the Berrigan (NSW) station and a country railway station, expected to be based on the Gerogery NSW structure.

Train World have released a limited run of the VR U van adorned with the Hutmill advertising sign. These vans are BGM kits assembled and detailed with a BGB decal and will be a Train World exclusive product.

We have received advice from Nine Lines in the United Kingdom of their OOn3 range of kits which have been produced for some years. Their latest kits are of the Irish County of Donegal 3' stock and include an open wagon and covered van.

1989 SYDNEY TOY FAIR

The 25th International Toy & Hobby Fair was held over a six day period in April at the Sydney Exhibition Centre at Darling Harbour. While model railways were well represented there were not many surprises in store, for the model railway hobby industry is very good at informing the modelling fraternity of their advance plans. A new facet of this year's Fair was the public day, where the show was, at a price, open to the public. Companies represented at the Fair included Southern Model Supplies (Lima, Lifelike), Powerline, Zimbler Pty Ltd (Bachmann, Dalton, Badger, Humbrol), A. Scott & Co. (Hornby), Revell (LGB), Dawn Trading and A.J.Leeman Hobbies (Lima, Rivarossi and Life Like). There were numerous other suppliers of model railway ancillary items, these including Trax Model Products.

AMRM readers were given a preview to the Powerline display with their catalogue included with last issue. The only additional news from Powerline was they have been appointed distributors of the TNT-Harbourlink mono-rail set and that their VR Spirit of Progress cars are due for a late 1989/early 1990 release. Like their catalogue, their display of hand painted and production models was impressive to the Australian modeller.

Dawn Trading once again displayed an extensive range of tools and components, these items catering for the every day needs of hobbyists. Likewise John Leeman's display included Lima and Rivarossi but there was no suggestion of any unannounced new items.

Southern Model Supplies display was unusually quiet, model railway wise, although there was an impressive display of the Lima OO scale models of British prototype outline including Class 37, 73 and 47 models, many of which have been painted into some of the new liveries in use in Britain at present. On display were sections of the new Lima track range, which provide a Code 80 track on a firm plastic sleeper base. Also on display was the recently introduced (to Australia) range of N scale Life-Like models. These included the GP38-2 diesel, a dockside locomotive plus a range of freight cars and structure kits. The GP38-2 is available in Burlington Northern, CSX and Sante Fe liveries while the freight wagons include a Hi-Cube box car. Structure kits include a village church, cottage, suburban ranch style house, dormer house and a contemporary farm house. The HO scale Life-Like rolling stock range includes a wood braced box car, a gondola, steel door box car, reefer, coal hopper, covered hopper and tank wagon while new products include a coal tippler, switchman with light and crossing gate.

A. Scott and Co had an extensive range of OO scale Hornby models on display, these included the Southern Railway Schools Class 903 'Charlton House', a Class 110 two car diesel set, a Princess Class 'Lady Patricia' and an A3 Pacific Class 4476 'Royal Lancer', the sister loco to 4472 'Flying Scotsman' currently in Australia.

The Zimbler display featured Peco, Bachmann, Badger spray equipment and an extensive range of large scale models. The Peco range included the yellow packaged fine scale 16.5mm gauge turnouts and a range of Peco large scale trackwork. We noted Peco are producing Gauge One (1/32 scale) flexi track with stainless steel rail and inspected an advance sample of their G (1/23 scale) 1200mm radius points in Code 250. The latter were especially impressive and will appeal to those G scalers seeking trackwork of finer appearance. Peco will also be introducing soon G scale setrack in Code 250.

The Bachmann range included the Spectrum Pennsy K-4 Pacific steamer and the GE 44 tonners but the sample of the GE Dash 8 diesel did not arrive in time for the Fair. New 44 tonner liveries included the Southern Pacific, Denver & Rio Grande, Southern, Great Northern and the undecorated version. The large scale models included Bachmann's 'Big Haulers' range, which now offers the G scale 4-6-0 locomotive separately, to operate off track power only in lieu of battery only operation. Also from this manufacturer and seen for the first time was their 'Gramps' single dome old style tank car.

Five Star Models, importers of large scale models, were also represented on the Zimbler stand, Zimbler being a distributor of some of the Five Star imports which are of predominantly US prototype. Displayed were the latest releases from Lionel, Delton Locomotive Works, Railway Express Agency and Aristrocraft (to name a few).

One advantage of modelling in larger scales is the amount of detail that can be applied. The models on display from Railway Express Agency illustrated this point. Their caboose and passenger cars had interior detail of the standard one associates with contest winning models. Actual working equalisation beams featured in the sprung passenger car trucks (or bogies). Other delightful models seen were a Delton Mack rail bus and their quaint 4 wheel inspection truck with a diecast body. A D&RGW C16 2-8-0 locomotive in plastic is coming, also from Delton.

Another eye-catching model was the Gauge One 4-4-2 'Atlantic' locomotive from Lionel. This model, whose prototype would appear to be a Pennsylvania Railroad E6S, was nicely proportioned, ran quietly and smoothly and negotiated the sharpest LGB curves with ease.

The Revell stand featured an LGB display with a new version of the 2-6-0 mogul prominent. This version has a 'modernised' look, is painted black with Colorado and Southern roadname, and features synchronised chugging, whistle and bell sounds, firebox glow and simulated smoke.

In 1989 LGB will release some new items of 'enormous' interest. These are: a Swiss type GE 4/4 II Bo-Bo metre gauge electric locomotive with remotely controlled pantographs; in conjunction with Aster, a live steam 0-6-0 outside frame tank/tender locomotive with radio control capability; and a White Pass and Yukon Route narrow gauge Co-Co Alco diesel electric locomotive and stock cars. The White Pass & Yukon serves Alaska and northwest Canada with a narrow gauge system. Australian modellers please note that the last mentioned locomotive's chassis could possibly be used in a scratchbuild of a NSWGR 48 or SAR 830 class.

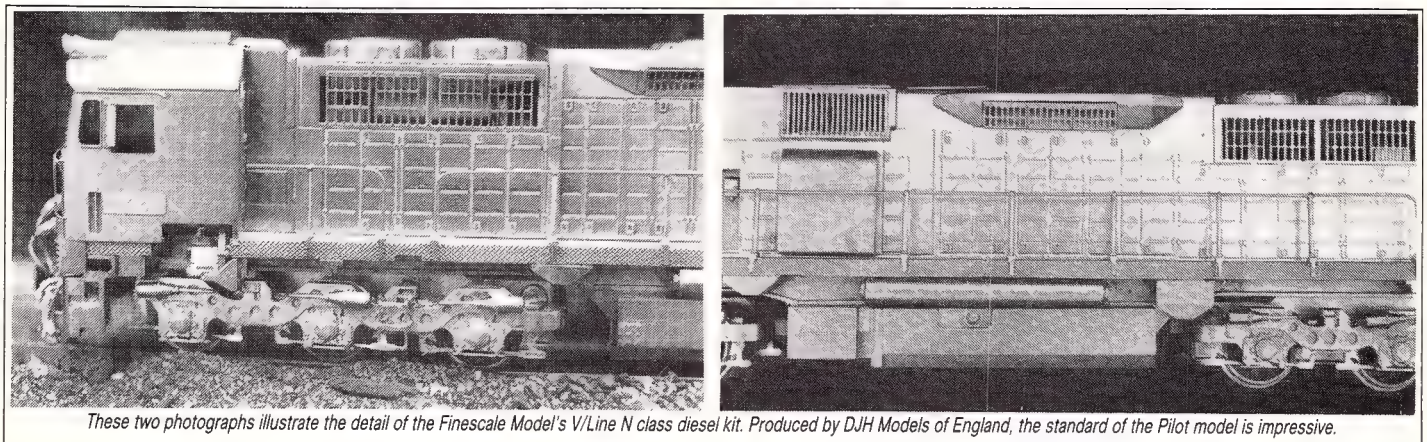
In addition to the above LGB has applied different paint schemes to some of its existing passenger and rollingstock lines. A cement wagon is another new model coming.

Unfortunately, space considerations do not allow us to describe all the new items viewed. A number of impressive structures also caught our eye. The quantity of new products now on offer or coming reflects the explosion of interest in large scale modelling in the last few years. The cost of these models is proportionately higher than the smaller scales of course, but one could argue the satisfaction per model is also proportionately higher.

It is always interesting to look at other items from the toy range that can be used to detail a model railway and it was here that John Eassie of Trax Model Products supplied an interesting leaflet of a range of OO scale motor vehicles he will be importing from England. The models will be diecast, initially feature AEC models and marketed under the Exclusive First Editions Limited label. Samples on display were epoxy mock-ups, but still gave a fine impression of these models which are aimed at the railway modeller and collector alike. The range expected includes the AEC Regal double deck bus in two forms; red with Duracell advertising and black with Buxted advertising. The Regal open top bus will also be available in two colours, white with Beachy Head advertising and red with Coleman's Mustard advertising. Also being produced will be the AEC Mammoth Major dropside lorry, the flatbed lorry, the box van and the tanker. Each vehicle type will be available in four colours and the four and six wheel configuration will be produced.

As mentioned, the 1989 Toy Fair may not have seen the announcement of many surprises in the model railway field, but it did give the clear indication that railway modelling is as strong as ever in the hobby market. ■

This report was compiled by Bob Gallagher, Ross Verdich, David Taylor and Phil Curnow.



These two photographs illustrate the detail of the Finescale Model's V/Line N class diesel kit. Produced by DJH Models of England, the standard of the Pilot model is impressive.

Packaged similar to Australian made kits, the injection moulded parts are accompanied by an instruction sheet which provides information on the railway system. Nine Lines products are distributed by Peco in the UK or direct by mail order until an Australian outlet is arranged. Nine Lines specialise in producing kits for relatively obscure lines, providing modellers with the opportunity of a layout that is not typical GWR or LMS, etc., originality being the keyword.

David Anderson advises that there has been a keen interest shown in the re-run of the Mansfield Hobbies C38 project, with both the standard and streamlined version of the NSWR Pacific express locomotive.

Scenery Unlimited of 310 Lathrop Avenue, River Forest, IL 60305 in the USA, a leading supplier of S scale supplies, has released its new S/Sn3 Catalogue, which lists approximately 150 different companies. For us foreigners it costs $US6.00 posted.

The Central West Railway Preservation Society has taken delivery of 5112, Ben Chifley from its plinth at Bathurst. To assist with the cost of renovation the Society is offering for sale by tender a quality oil painting by James Whynne of '3661 on Raglan Bank'. Details from the Society – (063) 65 8339.

Australian N scale modellers have seen the availability of a number of new products recently. There was the release of the Weico NSW SRA 81 class, the Gunnadoo S wagon and the N-Trains HGM and GP wagon kits and now we see the release of the N-Trains MLE flat wagon with the promised release of their NRY reefer and the modernised FWH grain hopper. Added to this there is a newcomer to the scene in the form of Ian Lindsay Models. But first a word or two about the NRY which Ian Alce has light-heartedly called his Clayton kit and in doing so has given up trying to set a release date. Considering the problems that have beset Ian with this project he would have to be given the title of the most resilient manufacturer on the Australian scene. Maybe, when we have a few spare pages we will detail some of the mishaps in manufacturing Australian N scale . . . maybe. The modernised NSW SRA NGMF grain hopper kits are only awaiting the addition of the decals before being released.

Ian Lindsay Models is producing an N scale MHO passenger brake van kit. Cast from epoxy resin from masters by Phil Badger the kit is supplied with cast sides, floor, ends and roof complete with torpedo vents. An informative instruction sheet accompanies each kit which retails for $19.50 and is available from most N scale stockists. By any standard, these castings are very highly detailed. ILM also produce an HO scale Trax/Powerline MHG brake van underfloor detailing kit. A one piece epoxy resin casting, it is simply glued under the floor of the van, the detail including battery box, brake cylinders, generator and yard brake brackets. Reviews of the MHO and underfloor kit have been programmed for the August issue.

Data Sheets have at last overcome manufacturing problems and released their scale rules in N, HO, OO, S and O scales.

IFH Publishing have released new publications in the form of From the Driver's Seat and a revised version of Driving Trains. The ACT Division of the Australian Railway Historical Society have released an Index to the ARHS Bulletins. A further two publications have been released by Railmac Publications, SAR Railcars 1902-1975 and Buses at Home, detailing buses in their depots and workshops.

With the interest in brass engines reviving after the rapid price rise caused by the devaluing Australian dollar, Classic Brass Models are gearing up for an interesting season. As advised last issue, they plan a re-release of the C32 class, this time the low framed superheated version being supplied with either the curved or angled footplate. The 49 class diesel is also scheduled in both deep and shallow valance style as is the Z24 class and the Z25 class in a number of variations.

AR kits advise that their NSW SRA NQFX/CFX bulkhead flat wagon should be released by the time this issue is released. This kit will be detailed by the new NSW SRA accurate brakegear mouldings which will soon be available as a separate item. AR are currently preparing decal packs for the banana vans, the tinplate van, and the standard GLX/LLV style vans. In the planning stage is a decal set for the BCH/BWH wagon. Further details will be advised as they come to hand.

On the 45 class scene, the project has reached the die test stage and various detail moulding dies have been successfully tested. The body should have passed this stage by the time these notes are published.

The pilot model of AR's NSWR 36 class kit has been received and the models will soon be manufactured.

Details of the Powerline Models range of model railway products were released in their colour catalogue published with last issue of AMRM. The models not detailed in that publication were the VR Spirit of Progress passenger cars which gave rise to the chance that they were not being produced. This is not true. The cars which are scheduled for an early 1990 release will hopefully turn up late this year.

Now available in Australia is the Dapol range of locomotive kits which are now packaged in a Black and Yellow pack. A new N scale loco is expected from Graham Farish later this year as well as a Network South Cast version and a Railfreight version of the Class 47. Fybren Models also have stocks of the Farish 1989 Catalogue in stock – see your local Farish dealer.

Tempest Electronics are releasing a new controller aimed at the budget end of the market. It is a hand held device with a 2m lead and is designed to plug into sockets placed around the layout. being a budget priced product it does not have the large number of special features found on modern controllers, just a centre off reversing switch, control knob and 'short' light. Similar in size and operation to the Mansfield controller, which is no longer available, the Tempest Tracker will retail for under $30 plus freight and only be available from the manufacture. It will have a 90 day full guarantee.

Casula Hobbies are producing the NSWR HG guards van as their next etched brass kit. It will be available in each of the four different styles which the four wheel van had during its extensive life.

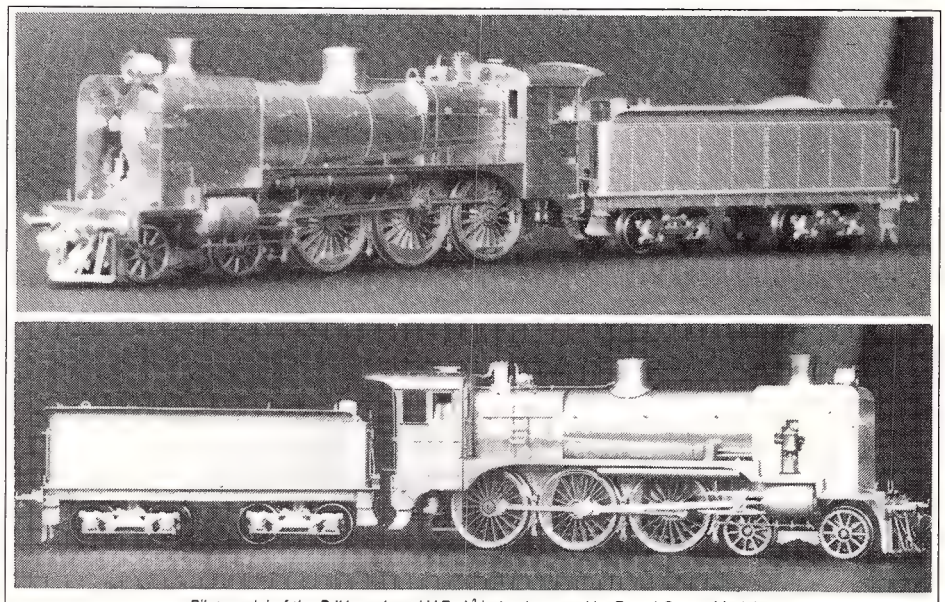
Alco Models have advised of a merger between themselves and Precision Scale Models to produce models of Australian outline in brass. PSM will combine their financial and management skills with the manufacturing and importing attributes of Alco to the betterment of both organisations. The Australian outline products will be marketed under the Precision Scale Model name while Alco will continue to import and promote unusual items such as the Climax's. The first model from the new venture will be the high and low nose VR T class diesels and the

VEHICLE WEIGHT PROJECT

An article on weighting HO rollingstock to give optimum running and coupling reliability has been prepared for AMRM, based on extensive research over two years. Before we go to print, the authors would like to have interested readers provide comments on some of the findings. If you are an HO modeller who operates trains on a regular basis, and would be willing to spend a short time writing down your opinions, after reading a draft of the article, please write to:

Australian MODEL RAILWAY Magazine
Vehicle Weight Project
PO Box 345
Matraville. 2036

There's no need to write a letter – just put your name and address on the back of your envelope. There may not be time to provide drafts to readers whose addresses are received after 30 June 1989, so your early response would be appreciated.



Pilot model of the DJH produced V.R. A² being imported by Broad Gauge Models

SAR 700 class steamer. Further details will be advised as the information comes to hand.

Berg's Hobbies advise that their projected rerun of the ever popular NSW SRA 48 class diesel will be deferred until in 1990 and, that it will be made in both 16.5 and 12mm gauge. Will this be the first 'accurate' 3'6" gauge model made in brass? It will certainly give all the narrow gauge modellers a chance of adding to their fleet. In its place this year, Berg's plan to have the NSWR Z19 class 0-6-0 locomotive produced by Samhongsa. Added to this will be a kit of the NSW SRA 73 class diesel. Being produced in white metal, it will have all the intricacies of their brass model and the initial planning is for it to be driven by Spuds, one or two, the choice being up to the modeller. Many are not aware of the fact that Berg's whitemetal locomotive kit range remains in continual production and provides a number of very fine locomotives for the HO scale kit market.

Apology

As this issues was being prepared we also found ourselves changing offices which caused a number of problems, one of which had our phone disconnected for five days. The confusion caused by this and other unrelated incidents has had an effect on the review section plus a number of promised features. We can only apologise for the confusion and delays and strive to catch up next issue. ■

TARPAULINS

Tarpaulins for wagons are easily made from tissue paper soaked in a mixture of 1:1 water and PVA glue. The tissue, when draped over the wagon or object to be covered, can be folded into shape with tweezers to represent those areas made taut by tie ropes. To colour the tarp, wait until the tissue is reasonably dry and then paint with Tamiya paints. These paints are water based and soak through the tissue. Do not press too hard or the brush you are using will pierce the tarpaulin. If you wish to add decals, paint the area where the decals are to be applied with a clear gloss paint after thorough drying has occurred then add the decals. Finish the tarpaulin off with a flat finish to hide the decal film.

Al Cutmore

1989 MODEL RAILWAY CLUB LISTING

The annual model railway club listing will be published in the December 1989 issue. All submissions must be received before October 1, 1989 and must be made by an official of the club. Send details including club name and address, phone number (if available), secretary or contact person, meeting days and times and specialty to:-

Club Listing
A.M.R.M.
P.O. Box 4,
LITTLE BAY. 2036.

Be on time or else your club will MISS OUT!!!

Most railway modellers in this country grew up with a Hornby model. This was primarily due to the import restrictions which governed the products that came into this country, and were pro-British. As a consequence it is interesting to observe the landmark reached by Hornby Hobbies Pty Ltd on the 13th March 1989 when the 9,000,000 model electric locomotive came off the production line. For the record it was a BR Class 142 Pacer Twin Railbus in the orange livery of the Greater Manchester Passenger Transport Executive and was dispatched from the Margate, Kent factory to Model Engineer, a Hornby retail customer in Sterling. Production of Hornby electric trains began at Richmond in 1950 and was transferred to the newly built Westwood factory in Margate during 1954. The photograph above shows Ken Jenkins, Hornby's Warehouse and Distribution Manager checking the despatch of the nine millionth model with Gladys Constable, Hornby's Despatch Packing Supervisor. Both Ken and Gladys have overseen many Hornby models as Ken joined Hornby in 1954 and Gladys in 1958.

ADVERTISING DEADLINE
August 1989 Issue

Advertising deadline is :-
June 16, 1989.
The August 1989 issue should be available at the normal outlets by July 19, 1989.

DERAILMENTS

In the review of the TNT mono-rail in the February 1989 issue it was implied that the model could have been driven by both cars adjacent to the motor. This is incorrect. The model is driven by two axles only.

We apologise for any inconvenience caused.

ANOTHER DAY WITH MODEL RAILWAYS

This one day beginners' seminar, organised by the Sunshine Division of the Southern Cross Model Railway Association, will be held on Saturday the 3rd June at the Upper Brookfield Hall, Upper Brookfield.

This year it is **Back to Basics** with the construction of a small layout from a Powerline set, which has been kindly donated by Powerline Models.

The cost will be $15.00 and this will include morning and afternoon teas and lunch. To ensure everyone can get involved, and learn from the day, a limit of 40 participants has been set. So book in early and don't miss out.

To register and reserve your place, send a stamped, self-addressed envelope and your cheque/money order to:-

Greg Reason, M.S. 525 Ipswich 4306.

Please make cheques payable to Sunshine Division, S.C.M.R.A.

RAILFANNING on the FAR NORTH COAST

Continued

Nearby was its Accident Van L646, a converted '72 foot' car built by Ritchie Bros of Auburn, sitting on a pair of 3AG bogies.

The old coal stage still stands behind the roundhouse but is long out of use. It too faces an uncertain future. Four disused Goods Brake Vans were noted along with a large quantity of 2GM bogies in various stages of dismantlement. A general air of decay and disuse pervades the depot, although of course, it is probably a little more alive on a weekday.

This then was the end of the day's railway activities. After a long drive home to Emerald Beach, this railfan had no trouble getting to sleep that night, although regretting the loss of an hour to daylight saving. A trip to the area north of Kyogle can be recommended unreservedly to any railway enthusiast. ■

MODEL RAILWAY EXHIBITION

COFFS HARBOUR CIVIC CENTRE

Saturday 10th and Sunday 11th June 1989 (N.S.W. June long weekend).

Saturday: 10.00am — 6.00pm
Sunday: 10.00am — 4.00pm

Admission: **$3.00 Adults**
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In aid of the Dorrigo Steam Railway and Museum.

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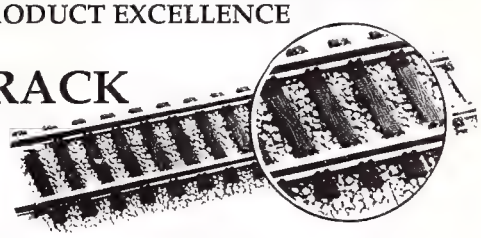
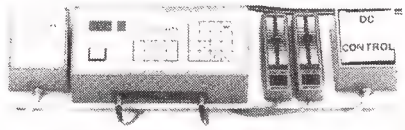


FLEISCHMANN PROFI-TRACK HO/OO & N with full profile nickel silver track, prototypical wooden sleepers and realistic BUILT-IN BALLAST. Can be re-used throughout your lifetime – Geometric design – using less pieces.



FLEISCHMANN MULTI-TRAIN-CONTROL for HO. With just 2 wires to track you can run 9 trains simultaneously in all directions and much much more – suits most DC locomotives. Rush to your hobby stockists today for more info!!!

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KNOW THE VALUE OF YOUR MARKLIN COLLECTION WITH A 1989 KOLLS CATALOGUE – NOW AVAILABLE

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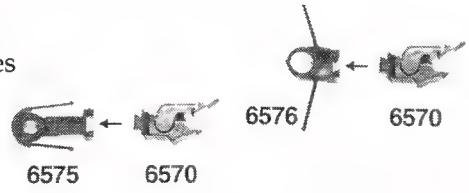
TRACK CUTTER
To cut track – flexi-track exactly to the nearest millimetre in both HO and N – (better than a fretsaw or similar).

TRACK FIXER
Makes it simple to push the nail through the nail hole, by holding the nail magnetically!

NEW

COUPLE-UP with PROFI-COUPLING

FLEISCHMANN
HO COUPLING with height adjustment
Features:
- Pre-uncoupling
- Suits most makes
- Self Centering



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FEATURES:
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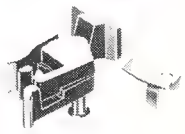
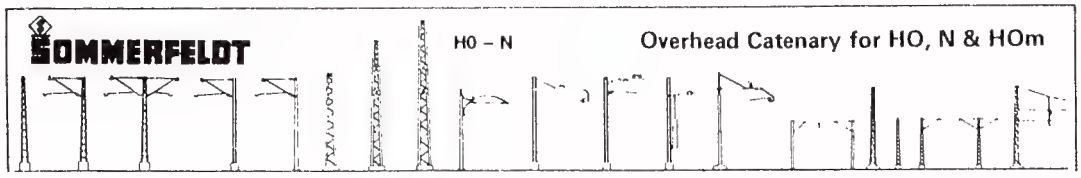
- Less gap between rolling stock
- Suits most makes





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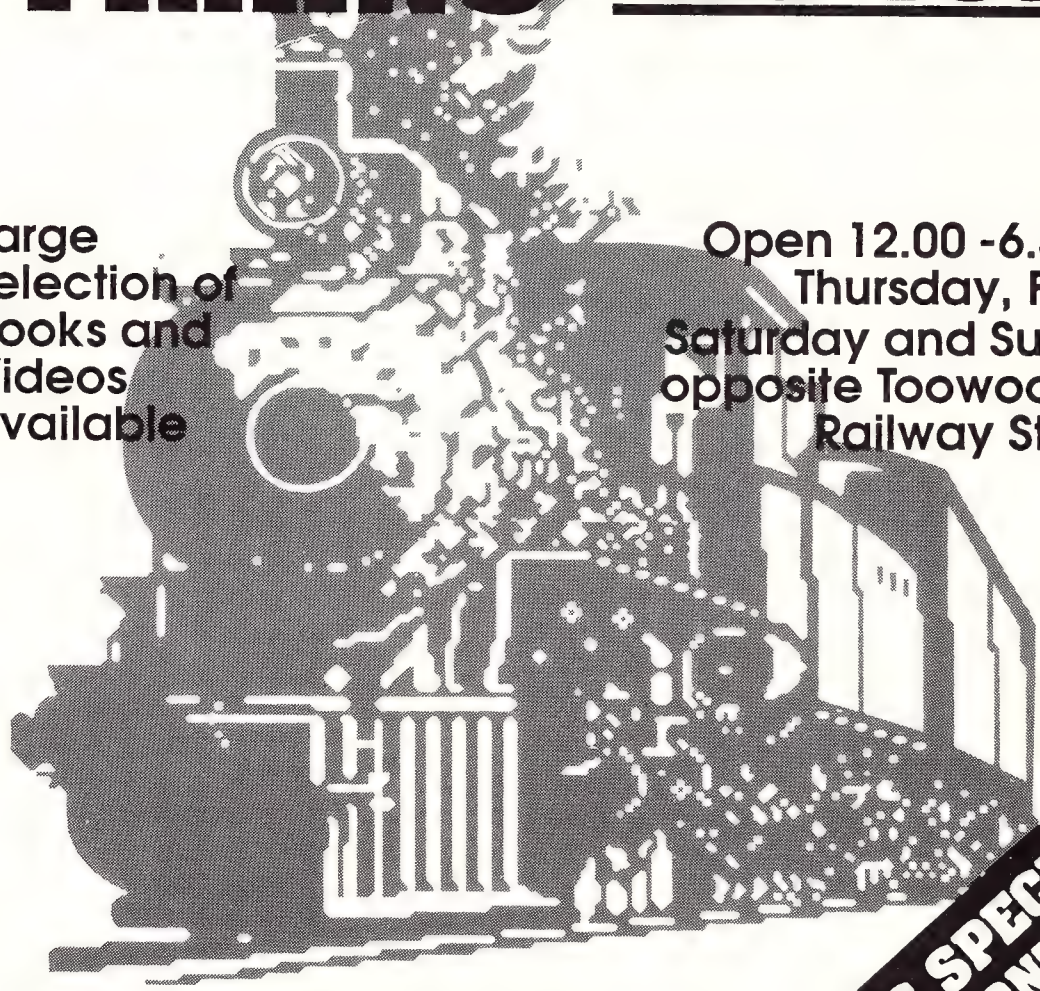

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Get on the Right Track with AR KITS

New for 1989

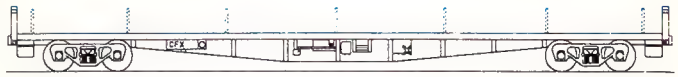
THE SRA 45 CLASS DIESEL

At the time this ad was prepared we have completed the first die trails which were very successful. More details on this project will be in the next magazine.

NSWGR 36 CLASS

This composite white metal and chemically etched brass kit will be available through your local hobby shop, or direct from AR kits by the time this issue of AMRM is available. Details of this excellent kit can be found in the last issue of AMRM, page 88.

RRP $345.00



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TLV-NLTF Tinplate Van	rrp $15.30

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NSW SRA 81 class loco (painted & powered)	rrp $135.00
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NSW SRA 81 class chassis (powered)	rrp $ 90.00
NSW SRA 81 class painted bodies *	rrp $ 36.00
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*(* Does not include sideframes & fuel tank)*

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NSW SRA 2CG (XCG) bogies	rrp $6.30
NSW SRA 2CH (XCH) bogies	rrp $6.30
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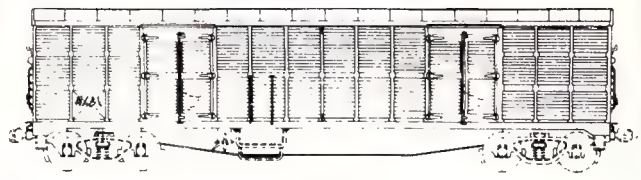
NSW SRA 2BR (Andrews) bogies	rrp $6.30
NSW SRA 2AE bogies	rrp $6.30
NSW SRA 2CM (YMC) bogies	rrp $6.30

INJECTION MOULDED STYRENE KITS

NSW SRA BDX (NOBX) Open Wagon	rrp $15.30
NSW SRA CCX (NCBX) Coil Steel Wagon	rrp $15.30
NSW SRA FWH (NGBF) Wheat Hopper	rrp $15.30
NSW SRA MLE (NFLA/F) Flat Wagon	rrp $15.30
NSW SRA BCH (NHDA) Coal Hopper	rrp $15.30
NSW SRA CH (NHAF) Coal Hopper	rrp $15.30
NSW SRA WHX (NGAX) Wheat Hopper	rrp $15.30
NSW SRA OCX (NQOX) Container Truck	rrp $19.85
Corrugated iron 15cm x 17cm	rrp $ 2.34



NLBX Banana Van rrp $18.90

(With BGF logo 'Unzip a Banana')

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Numeral Decal Set *(white numbers for goods wagons)*	rrp ea. $0.81
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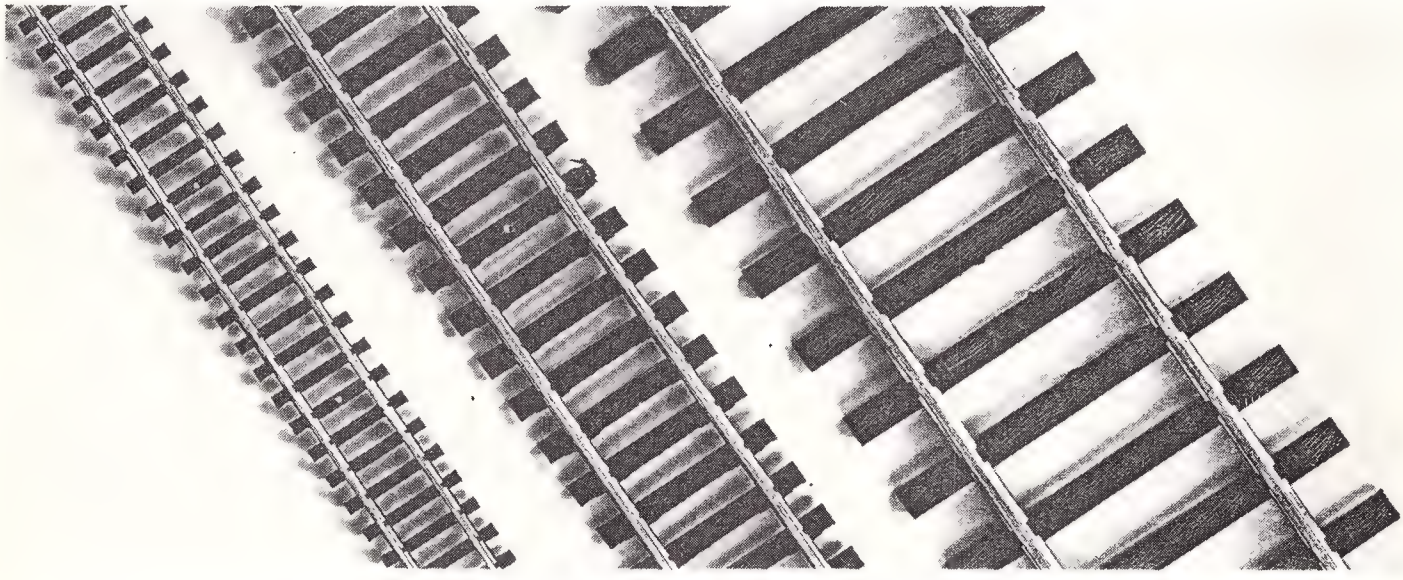

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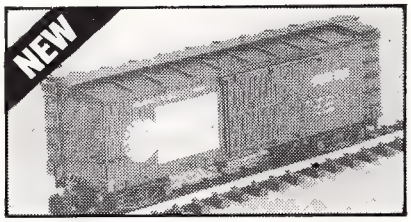
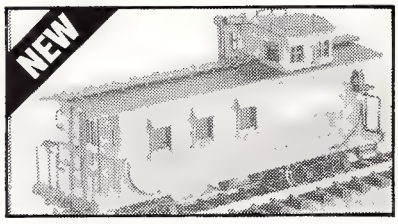


4255 R REDMAN TOBACCO BOX CAR $169



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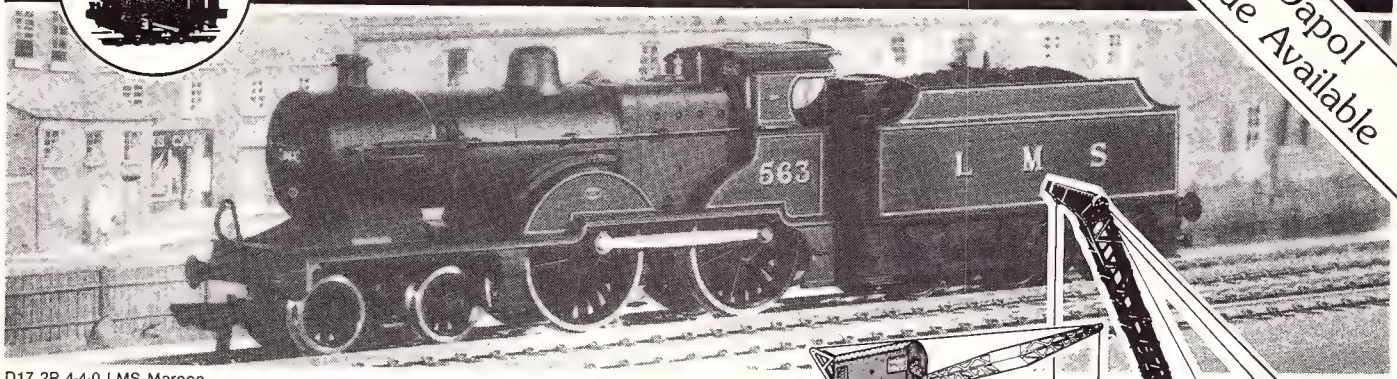
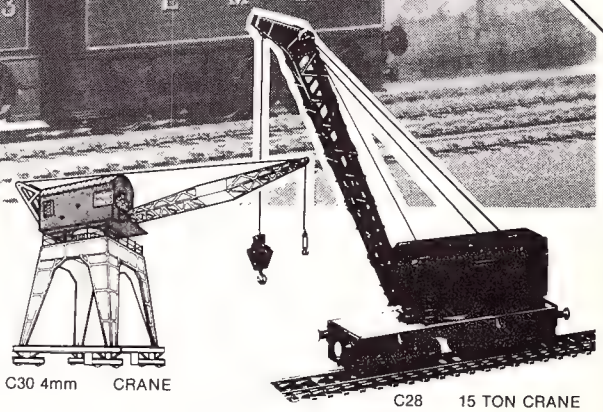


D17 2P 4-4-0 LMS Maroon



C30 4mm CRANE

C28 15 TON CRANE

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7003	L.N.E.R. (NBR) 4 Plank Open Goods Wagon	18.25
7005	R.C.H. 1923Pattern 7 Plank Mineral Wagon	18.25
7006	L.N.E.R. 6 Plank Open Goods Wagon	18.25

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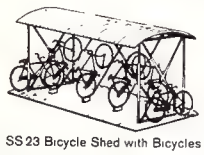
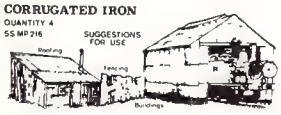


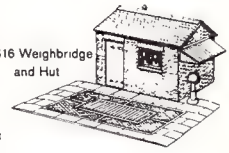
SS23 Bicycle Shed with Bicycles

SS40 Scrap Yard

SS13 Domestic Garage



SS29 Ground Level Signal Box

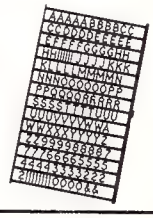


SS16 Weighbridge and Hut

SLATER'S

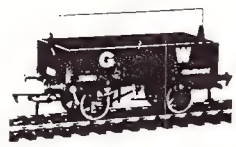
Moulded Plastic Alphabets

1101	1.5mm high letters & numerals	
1103	3mm high letters & numerals	
1105	5mm high letters & numerals	
1106	6mm high letters & numerals	
1108	8mm high letters & numerals	

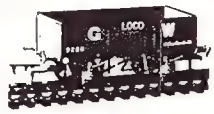


COOPER CRAFT KITS

O GAUGE KITS



3011



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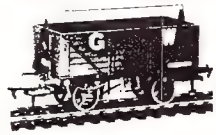
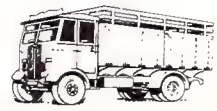


3012

HO GAUGE KITS

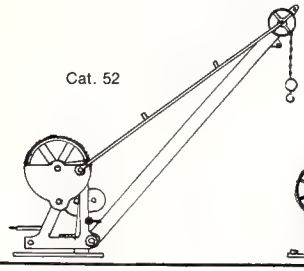
4001

4002

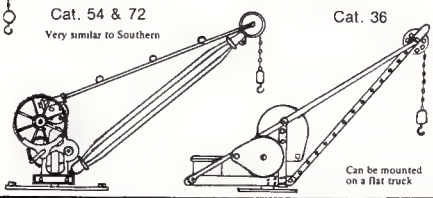


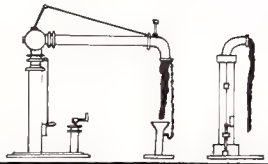
4003

MIKE'S MODELS



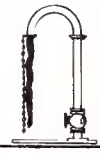
Cat. 52





Cat. 23, 42 & 74

Cat. 33



Cat. 12

Cat. 9 Cat. 19 Cat. 18

SLATER'S

Microstrip

1001	Assorted Microstrip
1002	.010" x .020" Microstrip
1003	.010" x .025" Microstrip
1004	.010" x .030" Microstrip
1005	.020" x .020" Microstrip
1006	.020" x .025" Microstrip
1007	.020" x .030" Microstrip
1008	.020" x .040" Microstrip
1009	.030" x .030" Microstrip
1010	.040" x .040" Microstrip
1011	.060" x .060" Microstrip
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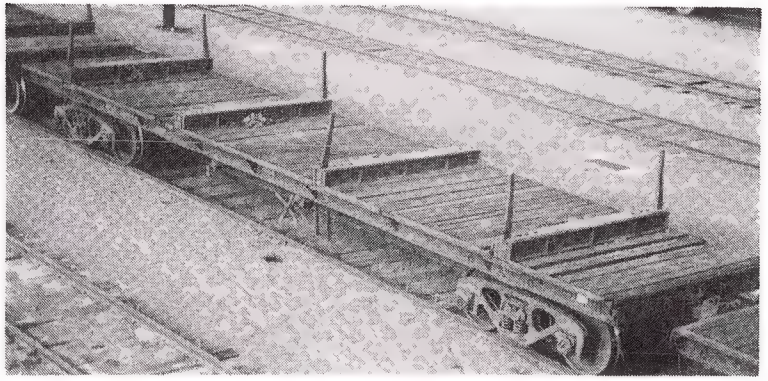

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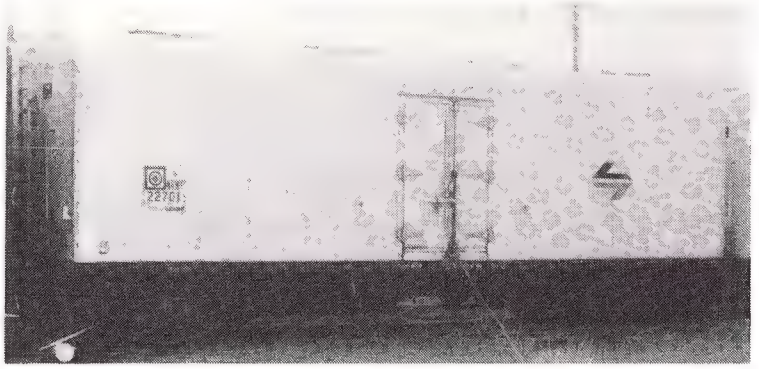

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HOME-COMING-DIALOGUE
TIME: 6pm PLACE: Anytown Australia
PERSONS: One Of Our Customers and Wife

Honey, I'm home!
Hi, Dear. How was your day at the office? Lousy and hectic, nothing went right, traffic home was a mess, and to top it off I got a speeding ticket. I'm sorry!
What's new here? Nothing much except there was a package in the mail today for you from Preston's in Germany. It must be my new locomotive; but it can't be. I just sent for it a few days ago. I know these fellows are fast but this is hard to believe. Where is it? I put it on the workbench next to your Australian Model Railway Magazine that also came today. Hey, honey, it is the new loco! How did they get it here so fast? Come in here and look at that beauty. Just for a second, I'm preparing supper. You're right, it is a beautiful model and I am happy for you. Who would have thought that after a day like this the evening would hold such a pleasant surprise in store for me!
Tell you what, Dear, since you had such a hard day, you go run your trains in the rec-room after supper, and I'll finish those kits that we got from Preston's last time, so your town will get finished, but please don't throw out the newspapers that they used for packing. I always like to look at them; it's kind of interesting to see ads and pictures from another country.
You know, Leo and Edmund at Preston's treat us like friends, with their personal comments on the shipping slips, their little enclosures about Bamberg in the cartons, their using the latest Commemorative postage stamps, and the care that they use in packing.
Right, but I've got to run now or we have to go out to supper which I am sure you don't want to do.
END OF DIALOGUE!

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1030.56	41' Steel Reefer – LeHigh
1030.80	41' Steel Reefer – TL
1031.16	42' Gondola – Burlington
1033.08	41' Quad Hopper – Rock Is.
1033.14	41' Quad Hopper – Penns.
1033.46	41' Quad Hopper – M&St. Louis
1033.88	41' Quad Hopper – Peabody
1034.90	41' Chemical Tank Car – Hooker
1034.91	41' Chemical Tank Car – Dow
1036.04	42' Gondola – Southern
1036.16	42' Gondola – Burlington
1036.40	42' Gondola – P&LE
1037.02	36' Caboose – S.Fe
1037.11	36' Caboose – GN
1037.14	36' Caboose – Penns.
1038.01	47' Hopper – Kopper
1038.02	47' Hopper – Wabash
1038.11	47' Hopper – GN
1038.12	47' Hopper – Balt. & Ohio
1038.81	47' Hopper – Avisun
1039.01	51' Flat Car – Cables
1039.02	51' Flat Car – Trailers
1039.05	51' Flat Car – Containers

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1001.35	42' 3 Dome Tank – Mobil
1001.36	42' 3 Dome Tank – Pennsalt
1005.02	56' Hopper – S. Fe
1005.03	56' Hopper – Hercules
1005.04	56' Hopper – Shippers
1005.32	56' Hopper – Penn. Cent.
1007.01	Wide Vision Caboose – UP
1007.02	Wide Vision Caboose – S. Fe
1007.08	Wide Vision Caboose – Rock
1007.09	Wide Vision Caboose – Chessie
1009.02	51' Steel Reefer – S. Fe
1009.09	51' Steel Reefer – Safeway
1009.53	51' Steel Reefer – Swift
1010.02	51' Plug Box Car – S. Fe
1010.22	51' Plug Box Car – Ch. & Ohio
1010.32	51' Plug Box Car – Penn. C
1012.07	41' Hi-Cube Box – SP
1013	52' Depressed Centre Flat Car with Missile
1015.02	41' Stock Car – S. Fe
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1018.01	41' Reefer – Baby Ruth
1018.02	Reefer – State of Maine

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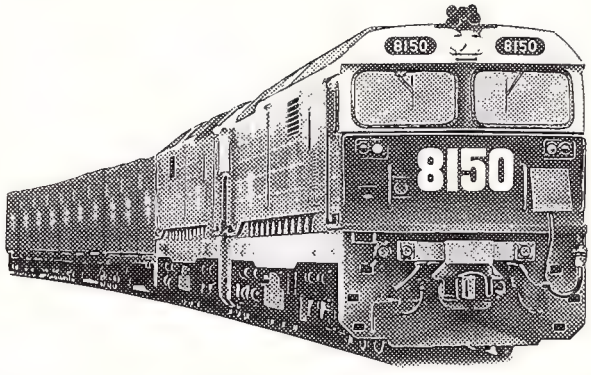

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10.00 A.M. TO 5.00 P.M.

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FAMILY $8

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In June 1987, R761 set out on a history making journey to Adelaide, the first time a member of the class had visited an interstate capital city. The journey through the Adelaide Hills is spectacularly covered from the air by TWO helicopters and the lineside. R761 was the last broad gauge steam locomotive to Peterborough and ARE VIDEO's cameras were there for this event, and many other highlights of the Hudson's sojourn in South Australia including Victor Harbour and in company with K153 and 621 at Tailem Bend.

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- Return of steam to North Wales Coast
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NSW: NSWRTM, Burwood & Thirlmere; ARHS Sales, 431 Elizabeth St, Surry Hills; Maxwell Collection, Chatswood; Woodpecker Model Railways, Pendle Hill; ARHS Sales, Canberra; Lloyds Model Railways, Latham; Toyman Imports, Yennora; Hobbyco, 417 George St, Sydney; Northside Hobbies, Pennant Hills; Junction Hobbies, Chester Hill; Dean Model Railways, Orange; Vic Barnes Cycle & Model Trains, New Lambton.
QUEENSLAND: J&J Hobbies, Moorooka; Brian Witte, (07) 253 2444.
WESTERN AUSTRALIA: Derrick Enterprises, 61 Betti Rd, Kalamunda; Westrail Kiosk, West Parade, East Perth; Perth Hobby Centre.
SOUTH AUSTRALIA: Port Transport Books & Hobbies, Port Adelaide; Model Trading Post, St Mary's.
TASMANIA: Tasmanian Transport Museum, Hobart.
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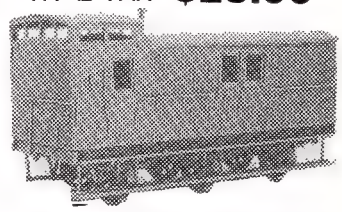

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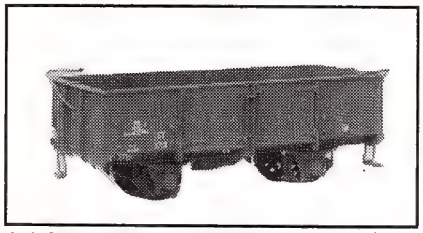

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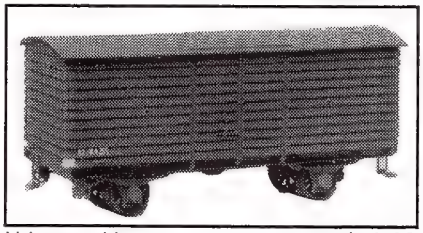

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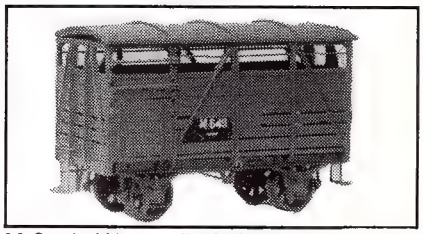

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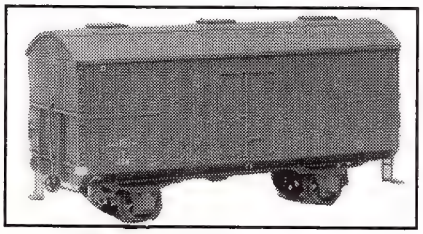

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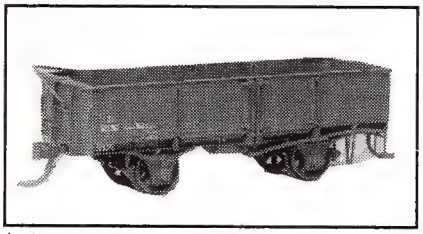

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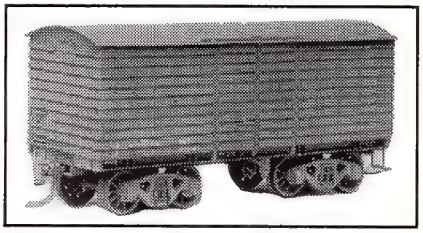

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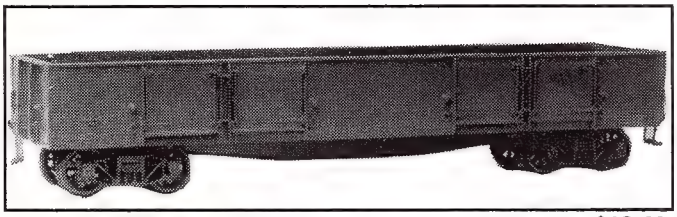

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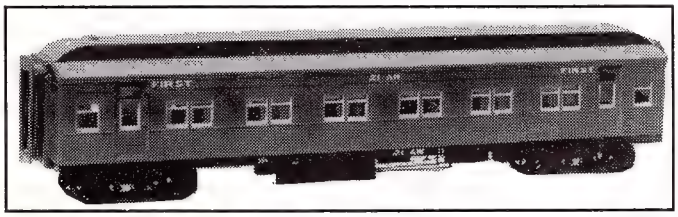

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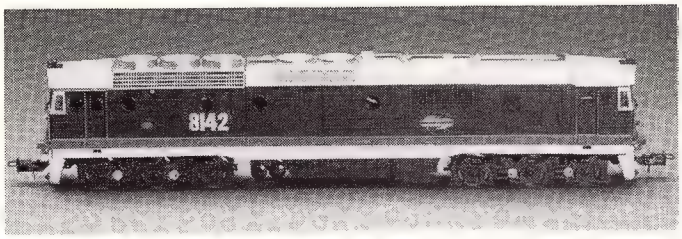

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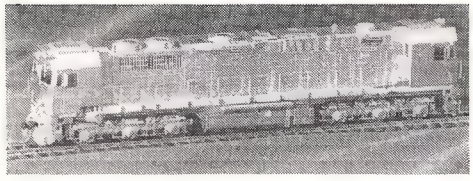

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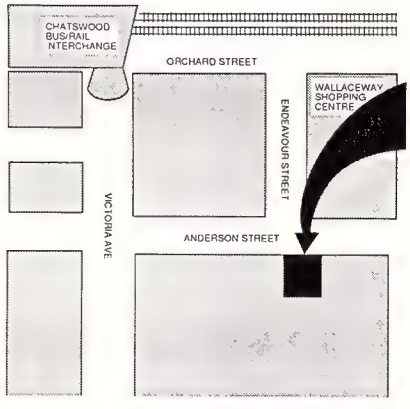

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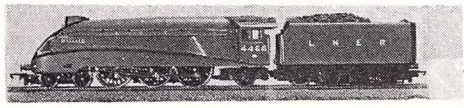

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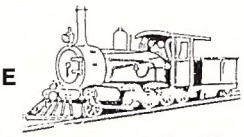

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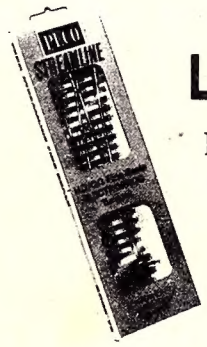

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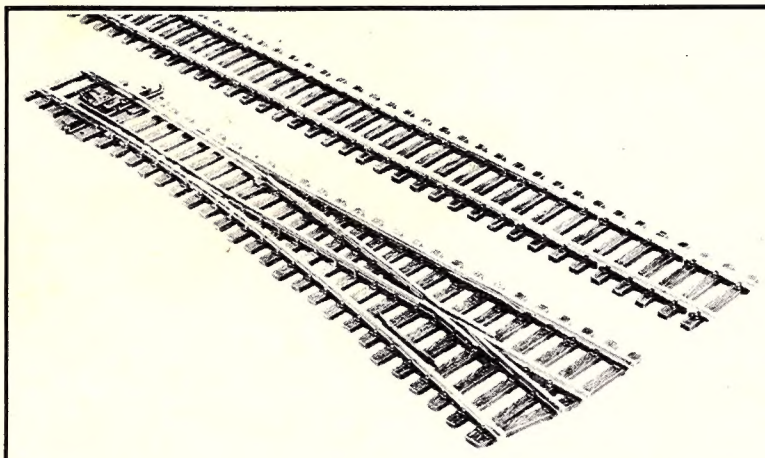

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